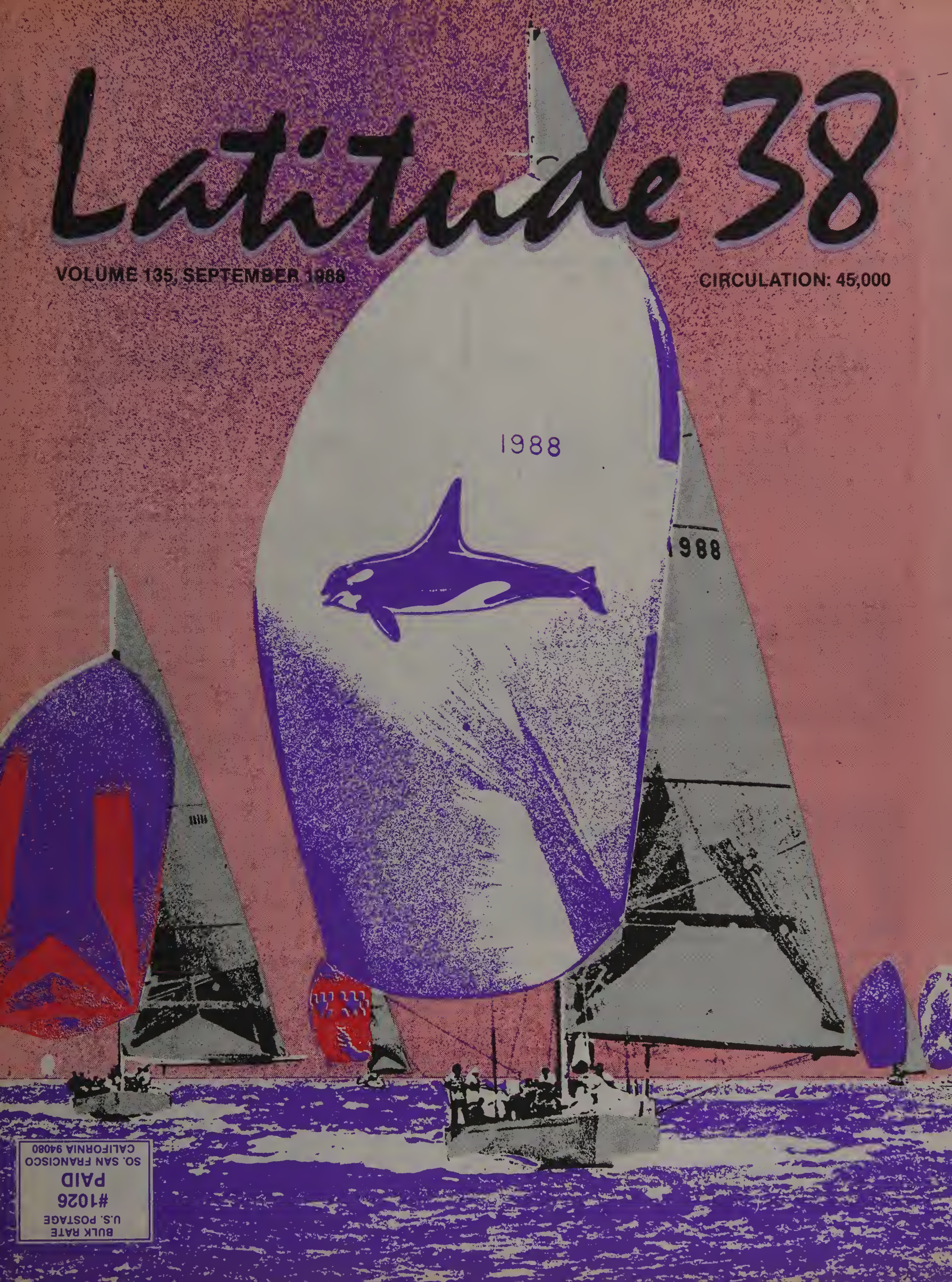


Latitude 38

VOLUME 135, SEPTEMBER 1988

CIRCULATION: 45,000



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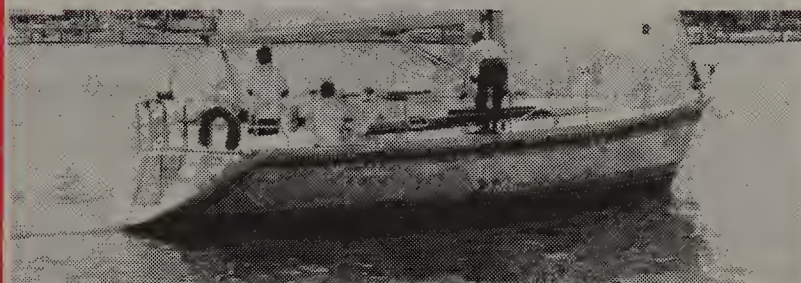
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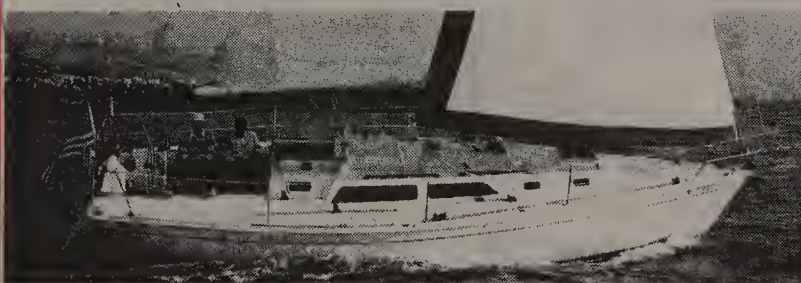
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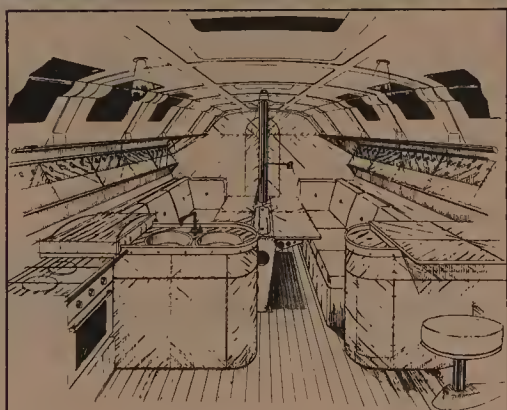
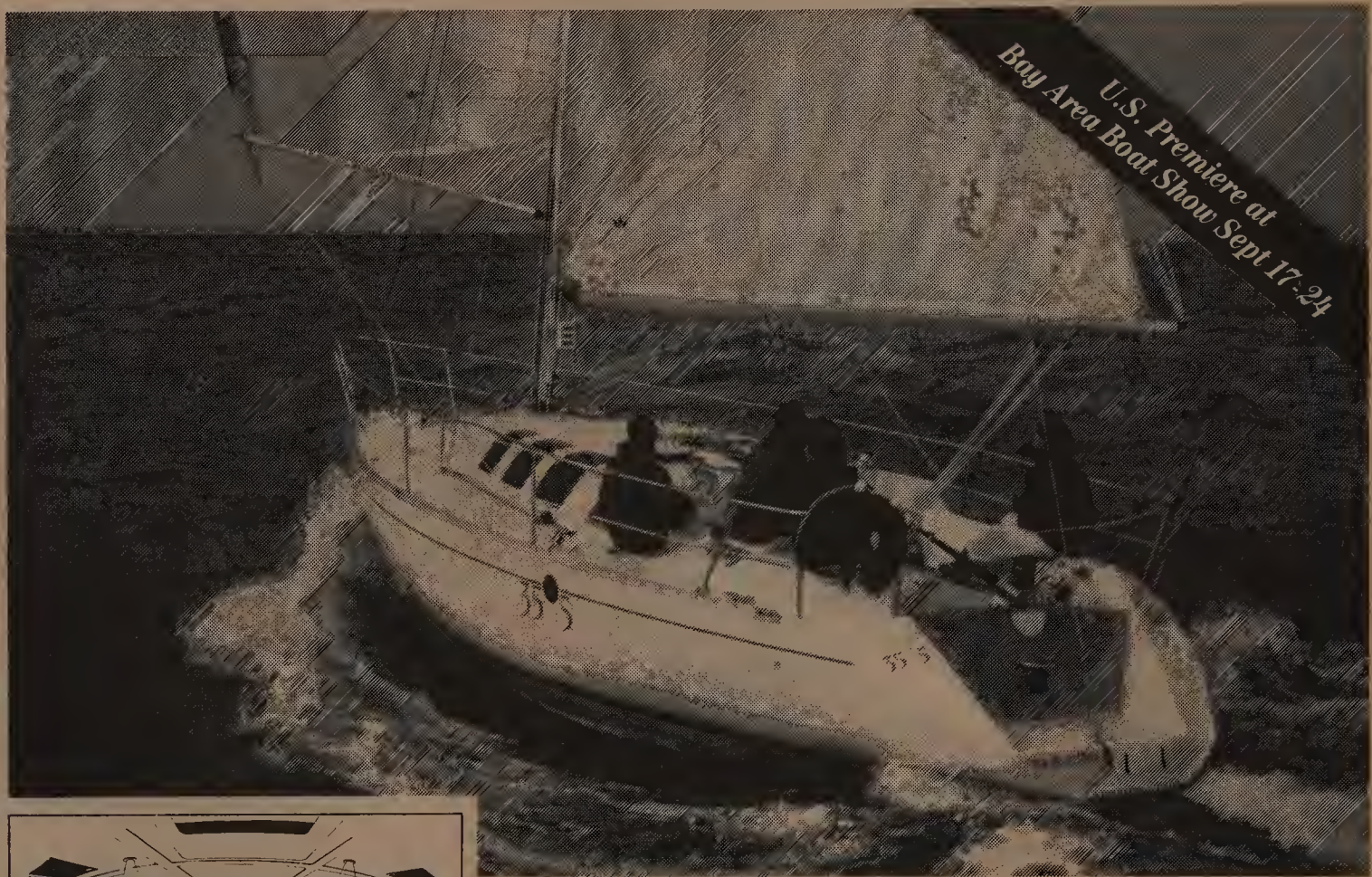
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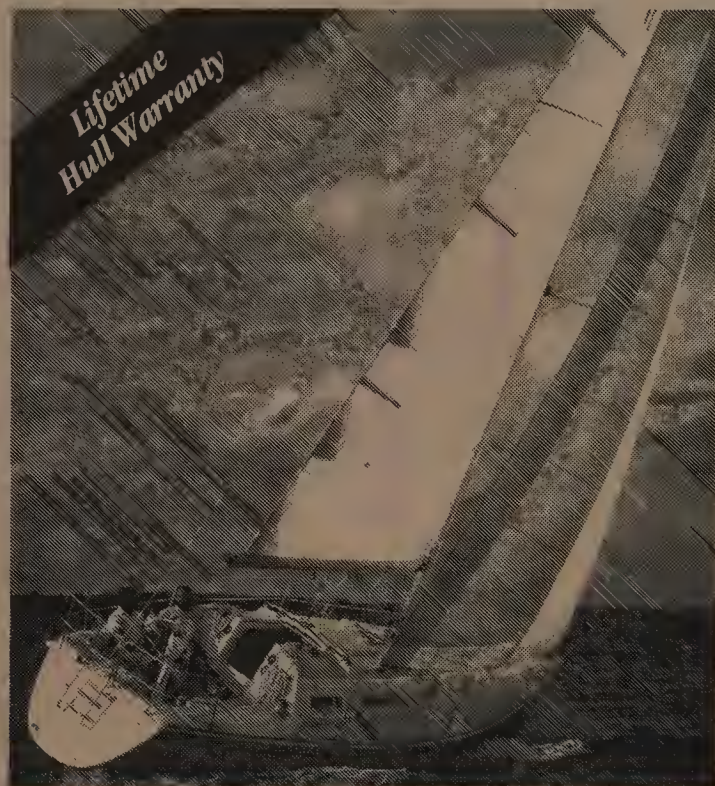
Just arrived! New chestnut interior Oceanis 350 and exciting new Oceanis 390

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A Killer Sail on a Killer Boat —
'Windward Passage II' at the 1988 Kenwood Cup.
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28' Columbia 28, Diesel	9,500
27' Cal 2-27	(2) 21,000
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23' Ranger	11,000

We need Pearson listings



Baba 30. Must see to appreciate. Loaded. \$79,000.

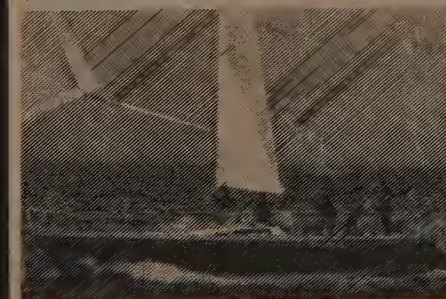


Pearson 424 Ketch. Fully equipped. Electric windlass. Spic and span. \$125,000.



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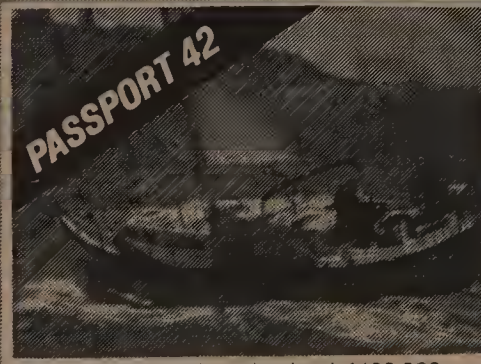
*40' 1986 Davidson "Mad Max"	\$130,000.00
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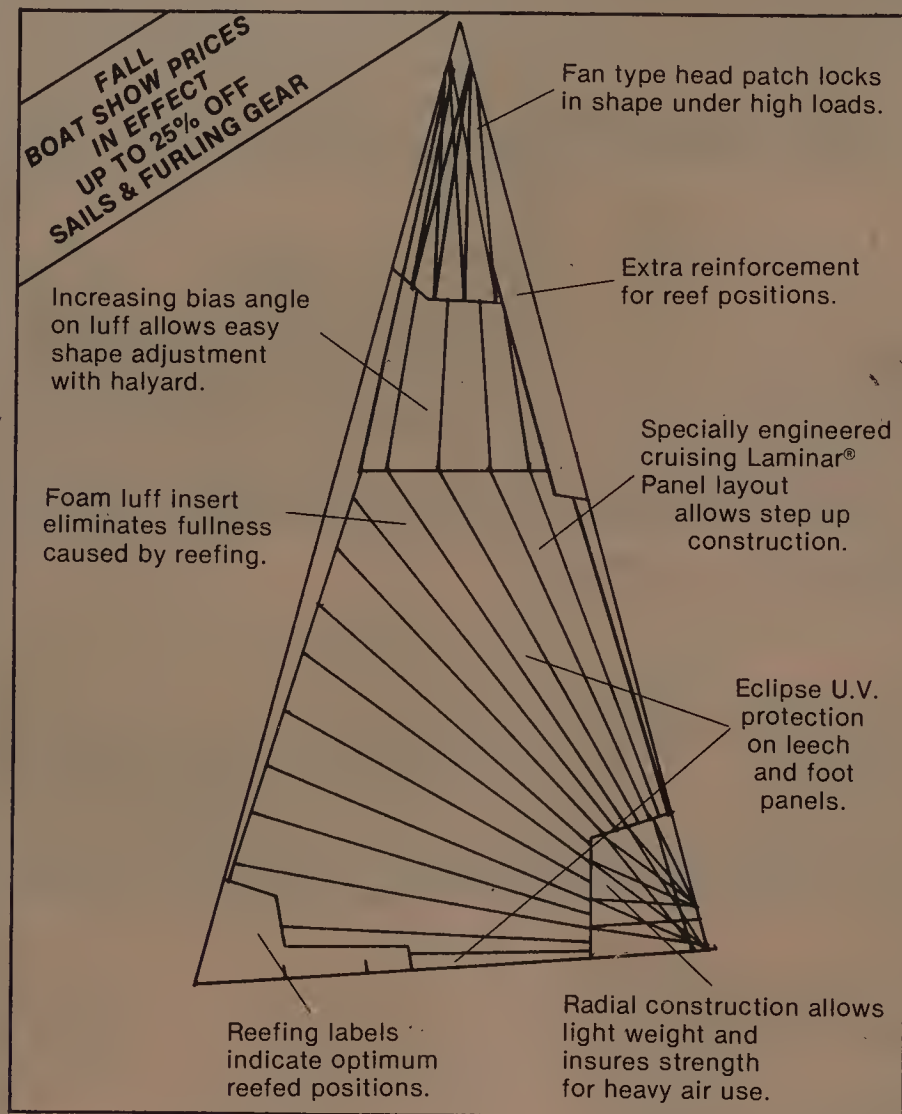
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The StarCruiser uses HOOD's exclusive Laminar[®] Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A StarCruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

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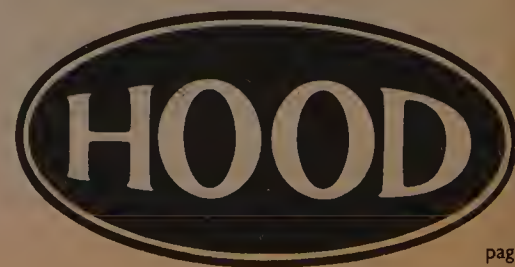
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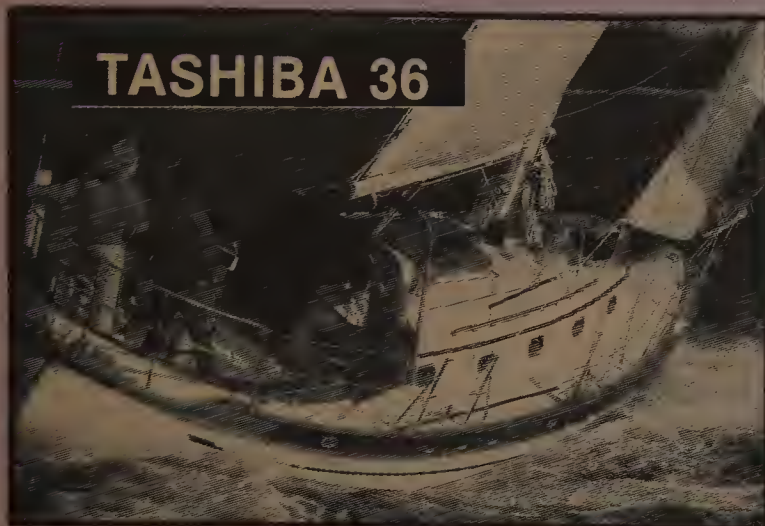
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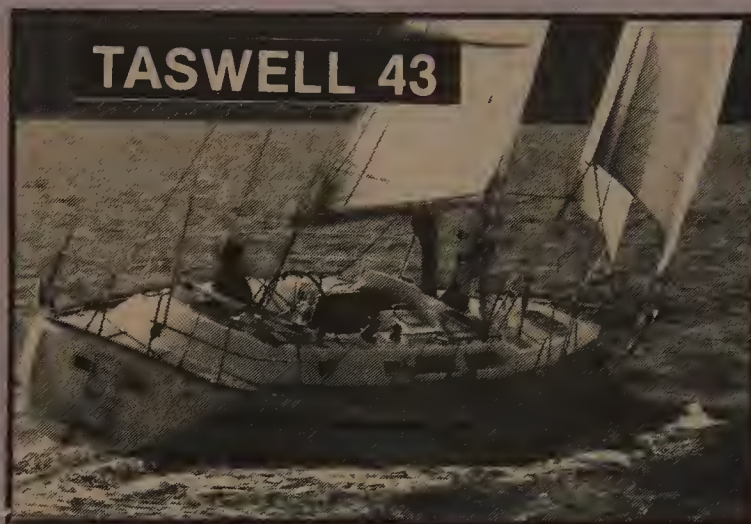


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43'	HANS CHRISTIAN, 1980	127,500
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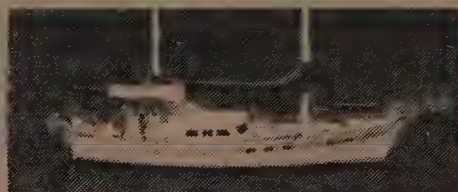
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But don't wait 'til November to find out what it's all about! See the FREEDOM 30 at the Alameda Boat Show, September 17-28 and get the details on Freedom sailing and Freedom chartering: Here and Around the World.



CSY 44 Very popular center cockpit cruising boat which is also very spacious and nicely appointed for liveaboard. Recent upgrades and detailing makes it a good deal: \$99,500.



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25' HUNTER		14,900
26' SCHOCK PAC Interclub		11,000
27' H-27	Offers	15,000
27' NEWPORT		17,000
27' SUN		17,500
29' ELITE		43,900
29' ERICSON		19,995
30' BABA		65,000
30' COLD MOLDED MULL		29,950
30' ERICSON		27,500
30' PEARSON		29,950
30' PEARSON 303		49,950
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30' S-2 C		44,000
30' WILDERNESS		Inquire
32' VALIANT		59,500
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34' CHINOOK		19,500
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Double Anchor Locker
19 Opening Ports/Hatches
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Cockpit Beer Locker
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S/S Self-Draining Ports
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See you at the show . . . and happy hunting!



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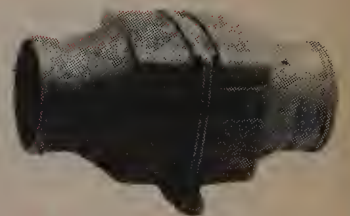
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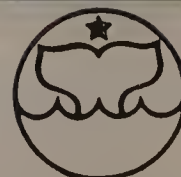
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POINT RICHMOND

"I'd rather be fast than smart..."

...but unfortunately my boat is just not that fast. It's not for lack of trying either. I've spent lots of time and money on everything from new sails and integrated instruments to fancy keel jobs. I guess I was going faster than before, but it just didn't seem to be enough.

I used to spend every Saturday afternoon in the middle of the fleet with the same bunch of guys. No matter what I tried, I was never fast enough to break away from the pack. Whenever I sailed next to the top guys it seemed like I was going just as fast as they were, but by the first mark they were *always* ahead.

One day I realized, I wouldn't get faster until I got smarter. I'd heard about Sailcomp compasses, but didn't think they could make enough of a difference to be worth the money. After all, how could a digital compass make me go faster? Finally, I gave one a try. You wouldn't believe the difference. *Sailing smarter made me faster.*

We never used to pay much attention to the compass. Sailing upwind, I'd ask the crew "are we up or down?" Two people said "up," two said "down" and the rest didn't understand the question. Now when I sail upwind, any one of them can call the shifts. The display not only shows your exact heading, but also how much you're lifted or headed. Two or three degree windshifts, oscillations, persistent shifts; it's all clear to me now. I still see all the same guys on Saturdays, but now it's only at the bar after the race. I knew windshifts and tactics were important—I just didn't realize *how important!*

I could have spent a million dollars on my boat and still not have gone fast enough to make up for missing one big shift. Nobody goes *that* fast. You can't win races with a slow boat. **But you know, my boat seems a lot faster these days.**

Sailcomp Digital Racing Compasses



The Sailcomp PC103 Racing Compass gives you tactical information that helps you win races. The display shows the heading and the starting timer in large digits while off-course and head lift data is displayed on the upper analog display.

Get smart, fast! Call or write for information on
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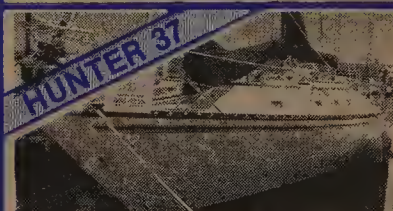
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Popular performance cruiser/racer, roller furling jib, spacious liveaboard, like new! **\$59,900**



Capable long distance cruiser, built to top quality standards. **Sailaway: \$114,900!** (includes refrigerator & separate freezer).



38' Custom Ketch easily sailed by two people, extensively refurbished, much storage, ready for Mexico & beyond. Owner says "sell!" **\$79,000.**



Incredibly spacious, fast yacht, bristol condition, roller furling jib, stowaway main, refrigeration & more. **Reduced: \$89,900.**

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25' CATALINA	★	\$13,750	36' CHEOY LEE	75,000	43' HOLCOMB	69,000	30' TOLLYCRAFT	79,000
25' O'DAY	★	14,900	36' ERICSON	(2) frm 69,500	43' TSUNAMI	45,000	32' SUN RUNNER	45,000
26' CHEOY LEE	★	13,500	36' ERICSON CRUISING	55,000	43' NEW ZEALAND	85,000	35' CHRIS CRAFT	43,500
27' HUNTER	★	19,900	36' ISLANDER	42,000	44' LAFITTE	150,000	38' CHRIS CRAFT	154,000
27' CATALINA	(2) frm ★	13,900	36' LANCER	★ 64,900	44' PETERSEN	120,000	39' OCEAN ALEXANDER	225,000
27' NEWPORT	★	15,000	36' PEARSON	(2) frm ★ 77,000	45' CREALOCK	115,000	40' CRUISE-A-HOME	60,000
28.6 TRITON	★	12,500	36' UNION	79,000	45' EXPLORER	110,000	40' HERSHINE	(2) frm 92,500
30' PEARSON	★	48,700	37' HUNTER	(2) frm ★ 58,900	45' GARDEN PORPOISE	110,000	40' TRAWLER	90,000
30' SANTANA	★	39,500	37' O'DAY	69,500	45' GARDEN	110,000	41' UNISON TRAWLER	95,000
30' US	★	29,900	37' SOVEREL	79,500	45' HARDIN	129,000	42' CHRIS CRAFT FSHRMN ..	99,000
30' YAMAHA	★	35,000	37' TAYANA	79,500	45' LANCER	125,000	42' CHUNG HWA TRWLR	135,000
31' ERICSON	★	49,500	37' ISLANDER PH	62,000	46' OMEGA	90,000	43' GRAN MARINER	75,000
31' FRIENDSHIP	★	30,000	38' ALAJUELA	80,000	46' SAMPSON	59,000	43' PRESIDENT	190,000
31' HALLBERG RASSEY 94 ..	★	65,000	38' CATALINA	70,000	47' GARDEN	100,000	44' TROJAN	179,500
32' OFFSHORE	★	19,995	38' C&C	76,500	47' HYLAS	★ 219,000	44' GULFSTAR	185,000
32' UNION	★	59,500	38' CUSTOM RACER	55,000	47' PERRY	150,000	45' CHRIS CRAFT	178,000
32' WESTSAIL	(2) frm	44,500	38' ERICSON	★ 99,900	50' CUSTOM Cutter	240,000	45' TOLLYCRAFT	159,500
33' PEARSON	★	25,000	38' FARALLONE	35,000	50' GULFSTAR 50	110,000	48' HISTAR Convert. (New) ..	265,000
33' TARTAN TEN	★	27,500	38' KAISER	79,000	51' GARDEN 51	125,000	48' SEACRAFT	18,500
34' O'DAY	(2) frm	59,500	38' MORGAN	★ 69,500	51' SCHOONER	175,000	48' SPORT FISHER	85,000
34' C&N FAST	★	55,000	39' CAVALIER (New)	★ 115,000	55' RHODES	125,000	50' SPORT FISHER	280,000
35' CHEOY LEE	(2) frm ★	55,000	39' LANDFALL	(2) frm ★ 75,000	57' CHINESE JUNK	54,900	53' BLUEWATER Yacht	249,000
35' CORONADO	(2) frm ★	42,000	40' COLUMBIA	★ 35,000	60' HERRESHOFF	189,000	56' PILOT HS Sedan	166,000
35' COLUMBIA	★	49,000	40' MORGAN	★ 50,000	83' BALTIC TRADER	175,000	57' CHRIS CRAFT	215,000
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35' NIAGARA	★	79,500	40' OHLSON	★ 140,000			69' PACEMAKER	285,000
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CATALINA 42

Three private state-rooms, 2 heads, nav station, large galley, furling, electronics.

\$105,000.



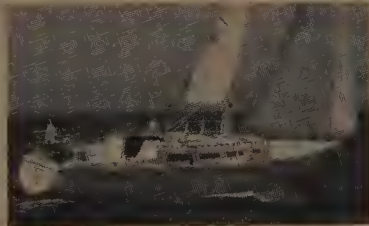
MORGAN 43

Our 1987 display boat is now available at a reduced sail away price. Balsa core construction and fine Morgan quality with VHF, KS, DS and more.

\$114,900



CATALINA 38. Diesel, main, 110 jib, 130 & 150 genoas, spinnaker, knot, depth, wind. **\$58,500.**



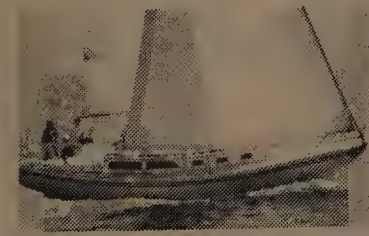
CATALINA 36. 1984. Very clean; furling, knot, depth, pod's, wheel, 90% & 120 jibs, teak grate, lots!



JEANNEAU 32. 1984. Pedestal steering, propane stove, main & 3 jibs, Combi knot, depth, WP, WS.



COLUMBIA 9.6. 35 ft w/large beam. New North 120 jib, Hood furling, pedestal, dsl & new interior cushions.



CATALINA 34. 1987. KM, DS, VHF, stereo, self-tailing winches, cabin heater, much more. *Only brokerage '34' around.*



NOR'SEA 27. Main, jib, storm jib, autopilot, dodger, dsl. Clean. **\$29,500.**

EAGLE YACHT SALES

'83	CATALINA 22	from	\$3,790
'69	COLUMBIA 22		6,900
'84	O'DAY 22		5,000
	RANGER 22		8,500
'74	RANGER 23		9,000
(2)	CORONADO 25	from	7,500
'70	INT'L FOLKBOAT		4,500
'78	CAL 2-27		14,000
'69	VEGA 27		23,000
(6)	CATALINA 27's	from	14,500
'68	SANTANA 27		10,000
'69	VEGA 27		12,800
'63	CAL 30		14,500
(4)	CATALINA 30's	from	19,000
'73	FISHER 30		27,500
'70	BRISTOL 33		49,500
'86	CATALINA 36		28,000
'76	ISLANDER 36		68,000
'81	CATALINA 38		53,500
'77	CAL 39		61,000
'82	SWIFT 40 ketch		76,500
'85	NAUTICAT 40		95,000
'72	COLUMBIA 43		185,000
'85	NAUTICAT 43		75,000
'77	GULFSTAR 50		210,000
			110,000

NEW STYLE
CATALINA 25
NOW IN STOCK

FARALLONE YACHT SALES

'85	NACRA 5.8	4,900
'78	BALBOA 21	3,900
'81	CATALINA 22	6,900
'79	SAN JUAN 24	9,000
'75	C&C 24	9,500
'81	CATALINA 25	11,400
'80	ERICSON 25	12,900
'79	O'DAY 25 w/trlr	13,000
'76	O'DAY 25	12,900
'76	CATALINA 27	14,000
'78	CATALINA 27	14,900
'80	CATALINA 27	17,900
'79	NOR'SEA 27	29,500
'78	CATALINA 30	24,900
'78	CATALINA 30	26,350
'81	CATALINA 30	30,000
'82	CATALINA 30	34,900
'88	CATALINA 30	44,000
'84	JEANNEAU	44,500
'75	COLUMBIA 35	46,500
'79	ERICSON 35	39,500
'84	FISHER	109,000
'81	NIAGARA	79,500
'84	CATALINA 36	63,000
'83	CATALINA 38	64,500
'85	NAUTICAT 43	210,000
'81	FORMOSA 46	87,500

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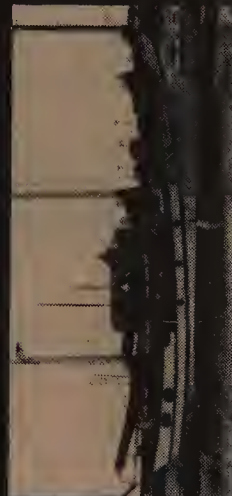
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S-2 36
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BENETEAU 32

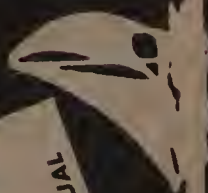
**WITH AFT CABIN. ABSOLUTELY LIKE NEW!
SAVE \$15,000!!**



CATALINA 27
FOUR FROM
\$13,000

Size	Yacht	Yr	Price	37'	TAYANA	'82	77,000	33'	NORWEST	'78	50,000	29'	POINTEN	'77	32,000	27'	CATALINA	'78	18,000
'79	47' PERRY	'85	\$130,000	36'	CATALINA	'85	47,000	32'	ALOHA	'83	59,000	29'	BRISTOL 29.9	'67	16,000	27'	ERISON	'72	18,000
'80	46' ROSBOROUGH Schooner	'78	95,000	36'	ISLANDER	'72	42,000	32'	FUJI	'76	45,000	29'	COLUMBIA	'65	22,500	27'	MORGAN	'75	12,500
'78	45' DUFUR	'73	150,000	36'	CHEVY LEE	'73	55,000	32'	VALIANT	(2)	60,000	29'	3/BOAT	'84	25,000	27'	CHEVY LEE	'70	20,000
'77	44' CHEVY LEE	'81	119,000	36'	YAMAHA	'81	79,000	32'	CHALLENGER	'74	35,000	29'	BRISTOL	'72	27,000	27'	CAL 2-27	'78	22,000
'80	43' ROGERS	'83	119,000	36'	S-2	'83	62,000	32'	CHALLENGER	'74	29,500	29'	ERISON	'72	18,500	27'	BUCCANEER	(2)	12,000
'81	42' EXCALIBUR	'77	119,000	36'	MACELLAN	'77	65,000	32'	ERISON	'72	29,500	29'	ERISON	'72	18,500	27'	BUCCANEER	(2)	12,000
'80	42' PEARSON 42.4	'83	119,500	36'	CATALINA	'83	60,000	32'	ISLANDER	'77	39,500	29'	GILF	'84	35,000	26'	BALBOA	'75	9,800
'81	42' EXCALIBUR	'80	119,000	36'	FORMOSA	'80	48,950	32'	ARIES	'83	55,000	29'	RANGER	'71	19,500	26'	CHEVY LEE	'64	17,000
'59	41' RHODES BOUNTY	'77	46,000	36'	ISLANDER	(2)	47,000	32'	COLUMBIA	'77	32,900	29'	SAN JUAN	'78	21,750	26'	PEARSON	'75	10,500
'80	40' PEARSON	'87	93,500	36'	UNION	'87	74,950	31'	PEARSON	'79	36,000	29'	ERISON	'73	26,000	26'	SEAFARER	'78	14,000
'83	40' CHALLENGER	'73	74,500	36'	PEARSON Sloop	'73	74,950	31'	PEARSON Sloop	'78	37,000	28'	ALVIN MARINE	'81	25,000	26'	COLUMBIA	'70	8,850
'73	40' CHALLENGER Ketch	'73	75,000	35'	CHALLENGER Ketch	'77	53,000	31'	SEA EAGLE	'80	47,000	28'	ROYAL CRUISER	'70	19,500	26'	MERIDIAN	'75	Inquire
'81	40' WILDERNESS	'78	69,500	35'	COLUMBIA	'78	44,500	31'	C&C	'75	18,000	28'	COLUMBIA	'77	20,000	26'	INT'L FOLKBOAT	'78	18,500
'82	40' LIDGARD YACHTS	'78	75,000	35'	ERISON	'78	55,000	30'	ERISON	'78	34,500	28'	ISLANDER	(4)	20,000	26'	DAWSON Cntr cpt	'77	14,500
'84	40' SANTA CRUZ	'82	110,000	35'	BRISTOL	'82	59,000	30'	PALMER JOHNSON	'72	35,000	28'	TRITON	(2)	10,000	26'	RANGER	'73	8,500
'76	39' YORKTOWN Ctr Cpt	'85	37,000	35'	ELDRIDGE	'85	72,000	30'	PACIFIC	'77	11,500	28'	LUDETTE	'48	Inquire	26'	SAN JUAN	'76	15,500
'74	44,500	'60	33,000	35'	S-2	'60	33,000	30'	COLUMBIA	'72	25,000	28'	O'DAY	'79	25,000	25'	CHEVY LEE	'62	5,500
'71	54,500	'78	55,000	35'	ERISON	'78	55,000	30'	ERISON	'80	35,900	27'	CHEVY LEE	'65	17,000	25'	CATALINA	(2)	13,750
'83	38' CATALINA	'83	59,500	34'	CAL	'68	32,000	30'	DUFUR	'70	25,000	27'	GAFF Cutter	'70	3,000	25'	WING	'68	11,400
'80	38' C&C	'85	76,000	34'	PEARSON	'85	75,500	30'	ERISON	'68	23,000	27'	SUDDEN MULL Cntr	'76	17,000	25'	CAL	'85	17,000
'84	38' PEARSON 385	'81	119,950	34'	WYLLIE	'81	47,500	30'	CATALINA Hull 2577	'82	35,000	27'	SANTANA	'72	14,500	24'	S-2 Yachts	'80	8,900
'76	38' DOWNEASTER	'76	67,000	34'	NORTH COAST	'81	46,000	30'	RAWSON	'62	18,000	27'	TARTAN	'76	9,500	24'	TANZER Yachts	'80	15,500
'87	38' PEARSON 381	'76	95,000	34'	CAL	'76	44,000	30'	CAL 9-2	'83	39,500	27'	C&C	'81	23,000	22'	ETCHELLS	'74	11,900
(2)	38' MORGAN	(2)	74,500	33'	PEARSON	'78	36,500	30'	ISLANDER	'80	33,000	27'	CATALINA	'82	25,200	22'	CLARKBOAT	'76	15,500
'77	37' O'DAY	'84	6,000	33'	NEUPORT	'83	48,000	29'	CASCADE	(2)	31,000	27'	CAPE DORY	'78	24,000	21'	YNGLING	'84	6,000
'85	37' TAYANA PH	'75	107,000	33'	RANGER	'75	33,500	29'	ERISON	'76	26,000	27'	SUN YACHTS	'79	18,000	21'	WAYFARER	(2)	2,195

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BENEVOLENT ASSOCIATION

CAPITAL WORKSHOP

INSURANCE AGENCY



PEGGIE FOSTER
DIRK KRUIDENIER

456 Montgomery Street
Suite #1000
San Francisco, CA 94104

(415) 981-8200

NORSEMAN



NORSEMAN 447 1982 model, with the popular A interior. So clean and unused that we put it in our last boat show. Engine indicates less than 100 hours of use. Priced \$120,000 below replacement cost. **Asking \$169,000.**



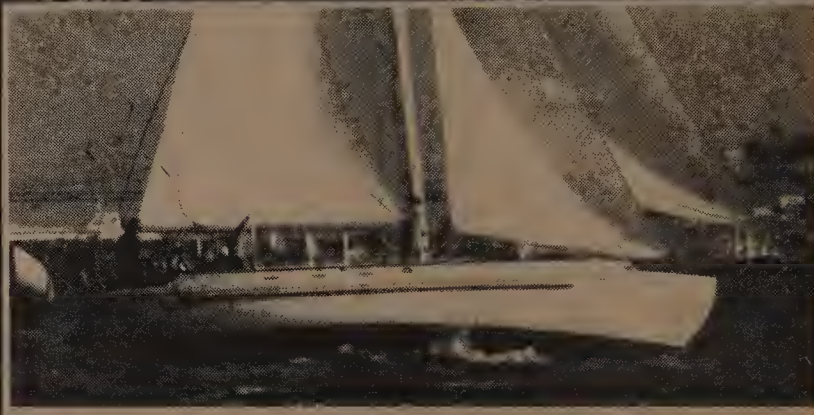
NORSEMAN 400 1987. "From a sailing standpoint, I can't find a fault: she sails magnificently in heavy as well as light breezes." Owners will consider trade down to an Express 37 or Santa Cruz 40. The boat is loaded and ready to go.

TAYANA



NOT IN TIME FOR THE BOAT SHOW

... but at our docks now! **TAYANA 42.** Spacious, fast and comfortable. Unbelievable storage. Perfect choice for a liveaboard cruiser. **Call for prices.**

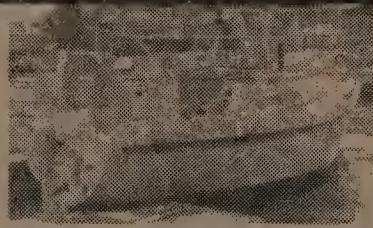


NOT IN TIME FOR THE BOAT SHOW

... but at our docks now! **TAYANA 37MKII.** A traditional favorite . . . offshore cruiser. Exciting new interior plan.



1976 CAVALIER 39 Cruising equipped. Windvane, dodger, lots of sails, skeg rudder — even a heater! **\$75,000**



ERICSON 30 Comfortable family performance cruiser, well cored for, full canvas covers, spinnaker equipped, ready for you this summer. At our docks. **\$29,500.**



SANTANA 35 Super Boy boat with active one-design racing class; spacious below, fast on deck. Complete inventory and ready to go. **Asking \$55,000.** All female crew included.



ALBIN 28 Take the family sailing on this little beauty! Cockpit dodger to keep you dry, diesel engine. At our docks. Owner moving up. **\$25,000**



CS40 One year old, absolutely like new. Superb Canadian quality with extremely spacious, well-appointed interior & separate cabins. Check out this top quality performance sailor.

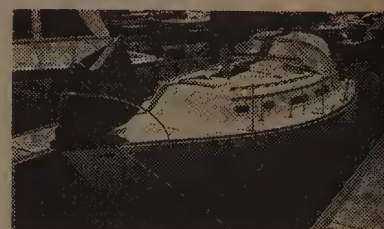
SAILBOAT LISTINGS

LOA	MODEL	LOCATION	PRICES			
20'	SIGNET SLOOP w/trlr		\$6,500	37'	GULFSTAR	68,500
21'	FREEDOM w/trailer		13,900	38'	CATALINA loaded '84	59,500
25'	CAL 2-25 inboard		19,500	38'	C&C	76,500
25'	US YACHT inboard		14,000	39'	CAVALIER	75,000
27'	US YACHT inboard diesel		18,000	40'	CAL	27,000
27'	CAL 2-27 diesel		19,500	40'	NORSEMAN syndicate share	252/mo
29'	ALBIN		25,000	40'	CS 40	159,000
30'	ERICSON		29,500	43'	C&C	80,000
30'	ISLANDER		22,000	43'	COLUMBIA	75,000
30'	PALMER JOHNSON diesel		28,500	44'	NORSEMAN 447 aft cockpit	169,000
31'	PEARSON		34,500	45'	DUFOR	150,000
31'	RUSTLER full keel		39,995	45'	FUJI	128,000
32'	SEAFARER		23,500	46'	PETERSON	150,000
31'	PEARSON 305		58,900			
32'	BUCCANEER aft cabin, dsl		23,000			
33'	NEWPORT COOP, new		48,000			
33'	NEWPORT		48,000			
34'	WYLIE		45,000			
35'	RAFIKI		58,000			
36'	CASCADE		66,000			
36'	ISLANDER		57,500			
36'	PEARSON		65,000			
37'	PEARSON		63,500			

If your boat is for sale, we need your listing! highlighted listings are at our docks

POWERBOAT LISTINGS

15'	HOBIE SPORT	\$6,990
15'	HOBIE FISHERMAN	8,500
20'	SEA OX, new, no engine	New
23'	SEA OX 1986	29,500
25'	SEA OX CUDDY with trailer	50,728
36'	MARINE TRADER	109,000
40'	PILGRIM	135,000

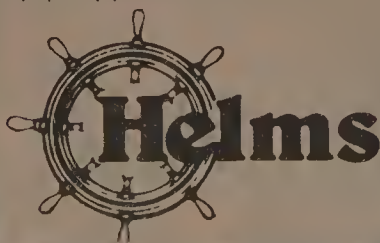


ISLANDER 30 One of the best brokerage boats we've seen. Mint condition, well-equipped, canvas dodger and covers. Ready to go. **Opportunity at \$22,000.**

Yacht & Ship
Brokerage and Services

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2415 Mariner Square Drive,
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Anchorage Brokers & Consultants

ONE GATE FIVE ROAD, SAUSALITO, CALIFORNIA

THE GATEWAY TO SAUSALITO'S YACHT HARBORS AND MARINE SERVICES



57' CHRIS CRAFT "Connie" Twin diesel, 6 rms incl'g 3 staterms, galley, dining room, bridge deck living room aft, new LPU paint, low engine hrs, a classic in bristol cond. **\$190,000.**



41' FREEPORT Islander's most luxurious yacht! 50' accommodations in only 41-feet. Maintained like new by its original owners for over 10 yrs. Seller offers financing & special price. Call for details.



50 CHRIS CRAFT "Connie" Twn dsls, 3 staterms, refinished, redecorated, custom queen in owners staterm. New tanks. Exterior and interior perfect. In Sausalito.



48' SPARKMAN & STEPHENS SWAN Every system 100% perfect. New rigging, st winches, new LPU paint, full batten main w/lazy jacks for singlehanded sailing. **\$180K.**



FREEPORT 36 Elegant — like new! Liveaboard accommodations. Sensational! **\$79,000.**

50' STEPHENS \$40K below market value! This may be your opportunity to own a twin dsl jewel. There is no finer motor-yacht for the money. Recent survey confirms her excellent condition.



36' ISLANDER One of S.F. Bay's most popular boats. Handles gusty winds with ease and stability. Let the Islander experts at ABC point out the subtle differences in the many available.

CLASSIC YACHT CENTER ★ EXPERIENCED, 7-17 YEARS IN THE BUSINESS!

Special Discounts on Marine Accessories ★ List Your 40+ Boat Now! Incentive!

FULL SPECTRUM OF LISTINGS PLUS COOPERATION WITH BROKERS EVERYWHERE!

SAIL ...				POWER ...			
Builder	Asking			Builder	Asking		
22'SANTANA (2)	\$4,500	30'ERICSON	27,000	43'KIWI/ROGERS	100,000	28'OWENS	13,900
23'ERICSON	6,500	30'MORGAN	22,500	43'OFFSHORE	85,000	30'McCRARY	22,000
23'O'DAY	9,950	30'NEWPORT	31,000	44'ISLANDER	80,000	30'SCOUT (2)	44,750
24'GLADIATOR	7,000	30'ODYSSEY	25,000	44'SWAN	159,000	30'TOLLY	35,000
24'S-2	15,000	30'PEARSON (4)	26,800	45'DUFOUR	169,000	30'TOLLYCRAFT	33,000
25'CAL	6,000	30'RAWSON	17,500	45'GARDEN ketch	149,000	32'TROJAN	52,500
25'CORONADO	6,000	30'ROBERTS	13,500	45'STEPHENS Bros	57,500	34'CALIFORNIAN	69,000
25'NORTHSTAR 500	12,800	32'ELITE	55,000	46'GARDEN ketch	95,000	34'FIBERFORM	66,000
25'O'DAY	12,000	33'COLBURG	30,000	48'IRWIN ketch	106,500	34'MAINE Coastal Cr	17,600
25'PHIL RHODES	9,000	34'FISHER	115,000	48'SWAN	180,000	34'TOLLYCRAFT	69,000
26'A.EDMONDS	30,000	34'HUNTER	49,950	49'CHINESE JUNK	79,000	34'WELLCRAFT	99,500
26'BALBOA	9,500	34'ISLANDER	35,500	49'CT	169,000	35'PT	115,000
26'CHEOY LEE	12,500	36'HUNTER	58,000	50'TRIMARAN	235,000	35'VIKING	105,000
26'JEFFRIES	10,200	36'NEW YORK	65,000	76'INLAND MARINE	79,000	35.6MODERN	79,000
26'MARIEHOLM BURK	13,900	37'ENDEAVOUR	70,000	105'LOGGERT	175,000	36'CHRIS CRAFT (3)	24,500
26'PEARSON	12,000	37'ISLANDER	30,000			36'GRAND BANKS	89,950
26'RANGER (3)	7,500	40'ISLANDER/MOORE	85,000			36'GRAND BANKS	64,500
27'CHEOY LEE	22,000	41'KETTENBURG	54,000			36'STEPHENS	27,500
28'HERRESHOFF	20,000	41'LITTON MARINE, T	79,500			37'HUNTER	33,000
28'NEWPORT YCHTS	21,900	41'RHODES	49,500			37'PEARSON	49,500
28'PEARSON	24,500	42'AARUS (Denmark)	27,500			38'BAYLINER	109,500
28'SANTANA	23,500	42'US NAVAL Shipyd	46,000			38'CHRIS CRAFT	162,000
29'BAYLINER	17,500	43'DEBORDE	36,500			40'BLUEWTR Taiwan	86,000
29'CAL	16,000						
29'ERICSON (3)	25,700						
29'LAPWORTH	27,900						
29'SEAFARE	11,000						
30'ALBERG	26,500						
30'BABA	86,000						
30'COLUMBIA	25,000						

CRUISING SEMINAR

Phil Howe, filmmaker and skipper, takes you to the Marquesas, Tuomotus, Tahiti and the Tongas. This extraordinary adventure film is premiered September 23rd at 7:30 p.m. Call for reservations now!!

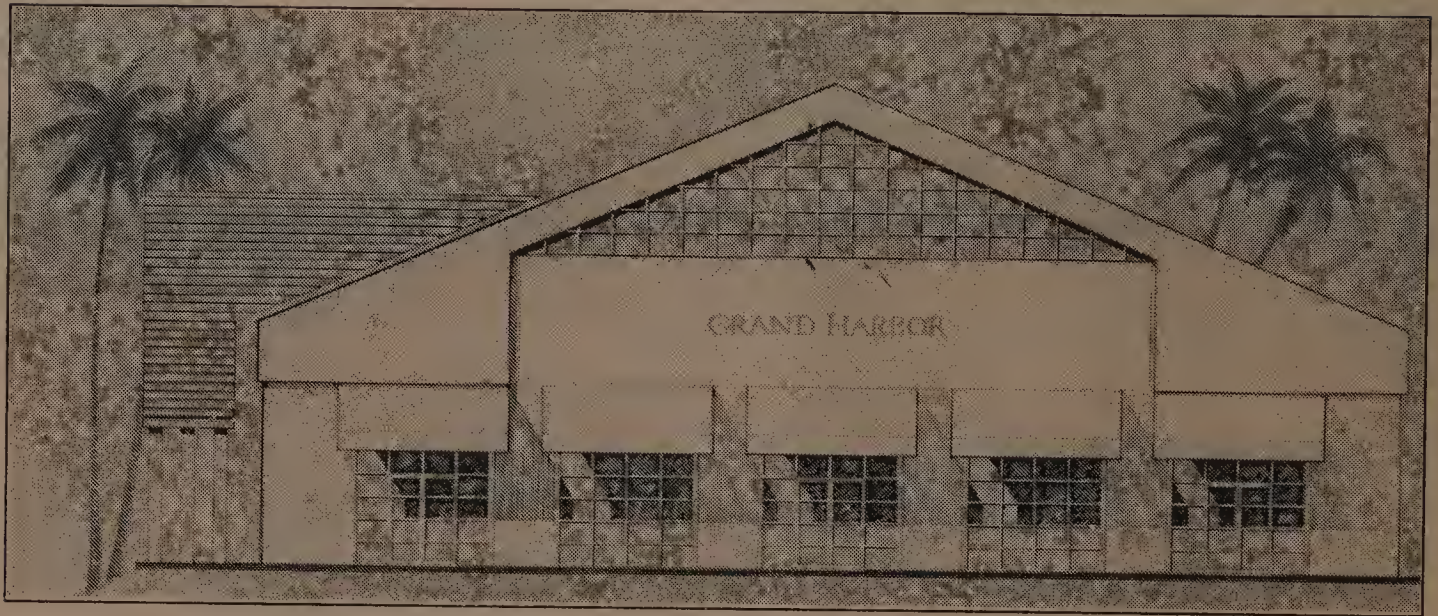
ABC YACHTS WELCOMES RICH JOHNSON WHO BEGAN HIS YACHT SALES CAREER IN SAUSALITO IN 1980. HIS 25 YEARS SAILING EXPERIENCE INCLUDES RACING, CRUISING OFFSHORE, AND LIVING ABOARD.

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SAUSALITO

(415) 332-7245

In October 1988 We Are Giving Berth.



Artist's concept of new Marine Center.

*The bay-area's largest,
most complete marina facility is opening.*

Grand Harbor opens up wonderful new opportunities for bay yachtsmen. The advantages and benefits are many – here are a few: Amenities: Every berth is padded and has individual hookups for water, electricity and phone, with cable TV available. Extra wide docks too. Assurance: All traffic must pass through two gatehouses which are under constant surveillance by our 24 hour security staff. Dock access is limited by a no-copy card key system. Shopping: Our 300 foot fuel dock means no

waiting. The Marine Center will soon house a full service chandlery, yacht yard and handy, marine related shops. Restaurant & Food: Plans call for sit-down dining, delicatessen and even a special shop on the dock for ice, chips and beer. Parking: Abundant and well lighted, directly adjacent to the gatehouses. Price: For once, this is the nice part, berth rates start at only \$5 per foot. This is an introductory rate, so don't delay . . . Call today to learn about even more pluses.

GRAND  HARBOR

FOR MORE INFORMATION AND SLIP RATES, PHONE (415) 865-1200

2099 GRAND STREET, ALAMEDA, CA 94501

23rd Ave. exit from 880, over bridge, right on Clement to Grand, right to Grand Harbor

ON DISPLAY AT THE BAY AREA BOAT SHOW

Orders Now Being Accepted
For The All-New
1989 M-65-SC
Super Cruiser

Still the Fastest ... Easier to Sail ...
Improved Versatility ...
Added Cruising Equipment ... New Interior ...
Elegant Styling ... Comfort Galore ...
Limited Production Numbers Available For 1989

**ALAMEDA MARINA VILLAGE —
SEPTEMBER 17-25, 1988**

FIRST SHOWING OF THE NEW **MacGREGOR 65**

**PRICE: FOB FACTORY
Cruising Configuration....\$149,000**

MacGREGOR 65 SPECIFICATIONS

LENGTH OVERALL	65'
WATERLINE LENGTH	63'
BEAM	12' 6"
DRAFT, DEEP KEEL	8' 6"
DRAFT, SHOAL DRAFT KEEL	6'
DISPLACEMENT, DRY	33,000 LBS
BALLAST	12,000 LBS
MAST HEIGHT FROM DECK	59' 6"
ENGINE	135 HP PERKINS DSL
SPEED UNDER POWER	13 KNOTS
FUEL CAPACITY	200 GALLONS
WATER CAPACITY	250 GALLONS

ACCOMODATIONS:

STATEROOMS	3
BERTHS	11
HEADS	3

SAIL AREA:

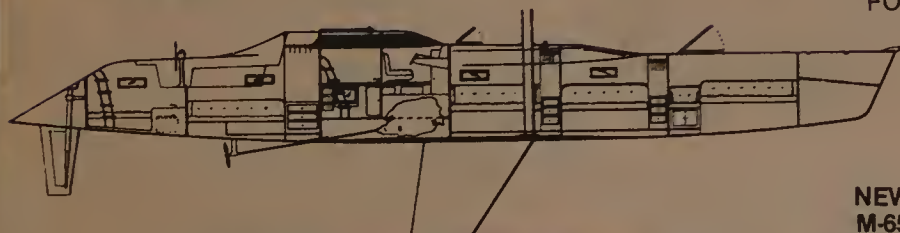
MAINSAIL (FULL BATTENED)	556 SQ. FT.
WORKING JIB (SELF TACKING AND ROLLER FURLING)	446 SQ. FT.
GENOA JIB (ROLLER FURLING)	1159 SQ. FT.
SPINNAKER	2798 SQ. FT.

RIG DIMENSIONS:

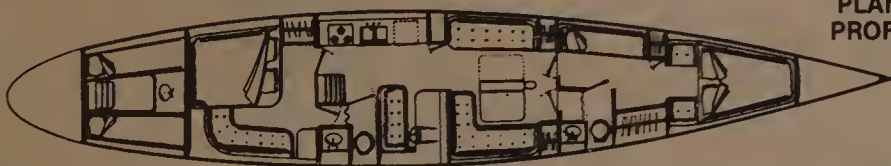
MAST TO JIB TACK (J)	25' 11"
FORETRIANGLE HEIGHT (I)	61'
MAINSAIL LUFF (P)	54' 4"
MAINSAIL FOOT (E)	19'
FORETRIANGLE AREA	790 SQ. FT.



MacGREGOR 65



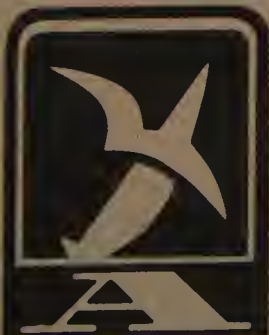
NEW
M-65
PLAN &
PROFILE



**Six years of development and
proven with thousands of miles
of racing and cruising time.**

**SHOWING BY
APPOINTMENT ONLY.**

"Number 1" MacGregor Dealer, World Wide



**ARENA
YACHT SALES**
MARINA VILLAGE HARBOR
1070 MARINA VILLAGE PKWY, #103
ALAMEDA, CALIFORNIA 94501
(415) 523-9292

I AM INTERESTED IN THE MacGREGOR 65 AND
REQUEST A SPECIAL BOARDING APPOINTMENT.

Name: _____

Address: _____

City: _____

State: _____ Zip Code: _____

Phone: () _____

ERICSON YACHTS BOAT SHOW SPECIALS!

TAKE ADVANTAGE OF THESE LOW PRICES BEFORE
THE OCTOBER PRICE INCREASE

1989



ERICSON 32

HULL -829

SUGGESTED RETAIL \$82,350*

BOAT SHOW SPECIAL

\$64,663

1989



ERICSON 34

SUGGESTED RETAIL \$107,438*

BOAT SHOW SPECIAL

\$79,950

1989



ERICSON 38

SUGGESTED RETAIL \$126,704*

BOAT SHOW SPECIAL

\$96,350

These

*Boat Show Special
Ericsons Include:*

- North Sails
- Freight
- Commissions
- Bottom Paint
- Compass
- Overboard Discharge
- Harken Roller Furling
- Jib Cut & Sunscreen
- Upgrade Cushions
- Curtains
- Boom Vang
- Halyards Lead Aft
- VHF Radio & Telephone
- Masthead Antenna
- Knotmeter
- Depthsounder
- Propane Stove/Oven
- All Selftailing Winches

**SPECIAL
BOAT
SHOW
PRICES
ON ALL**

OLSON



**25's
911's
&
34's**

* Based on 1985 prices.

24' C&C.....	'77	13,950
25' ERICSON.....	'80	19,950
25' US		Offers
25' OLSON.....	'85	23,000
26' RANGER.....	'74	11,500
27' JEANNEAU	'85	33,950
27' ALBIN VEGA....	'76	19,995
27' CAL	'85	33,950
27' ERICSON.....	'74	14,500
27' ERICSON.....	'73	21,500
27' ERICSON.....	'78	21,950
27' LANCER.....	'83	29,900
27' BUCCANEER....	'77	14,950
27' DUFOUR.....	'75	19,500
27' ERICSON.....	'73	17,900
28' PEARSON.....	'86	47,950
29' ERICSON.....	'70	19,950
29' ERICSON.....	'70	20,950
29' ERICSON.....	'69	20,500
29' LANCER.....	'78	19,750
30' ERICSON.....	'83	41,950

Selected Brokerage Listings

30' C&C.....	'80	39,500
30' ERICSON.....	'83	41,000
30' BABA	'83	69,000
30' PEARSON.....	'76	25,995
30' PEARSON 303 ..	'84	59,995
30' ISLANDER.....	'81	32,950

30' PEARSON.....	'77	25,900
30' ERICSON.....	'82	42,500
32' ERICSON.....	'74	32,500
32' PEARSON 332 ..	'77	44,950
33' RANGER.....	'78	42,000
34' PEARSON.....	'84	63,500
34' C&C.....	'81	67,500

35' BRISTOL 35.5 ...	'79	59,000
35' C&C LANDFALL ..	'84	68,500
35' ERICSON.....	'82	69,950
35' C&C LANDFALL ..	'82	Offers
36' PEARSON 365 ..	'76	62,500
36' PEARSON.....	'85	93,500
36' JEANNEAU	'85	82,000
38' ERICSON.....	'82	79,950
38' ERICSON.....	'87	95,900
38' PEARSON 385 ..	'85	129,500
38' ERICSON 200 ...	'86	89,500
38' ALAJUELA	'76	79,000
40' SANTA CRUZ ..	'84	113,950
40' C&C.....	'84	129,950
40' BRISTOL.....	'79	99,950
41' C&C.....	'84	175,000
41' JEANNEAU	'86	137,500
45' FUJI.....	'77	139,000
45' JEANNEAU	'85	197,500

NOR CAL
YACHTS

(415)
523-8773

San Francisco Bay Yachting Center

2415 Mariner Square Drive, Alameda, California 94501

(415) 865-8081

West Side of Mariner Square

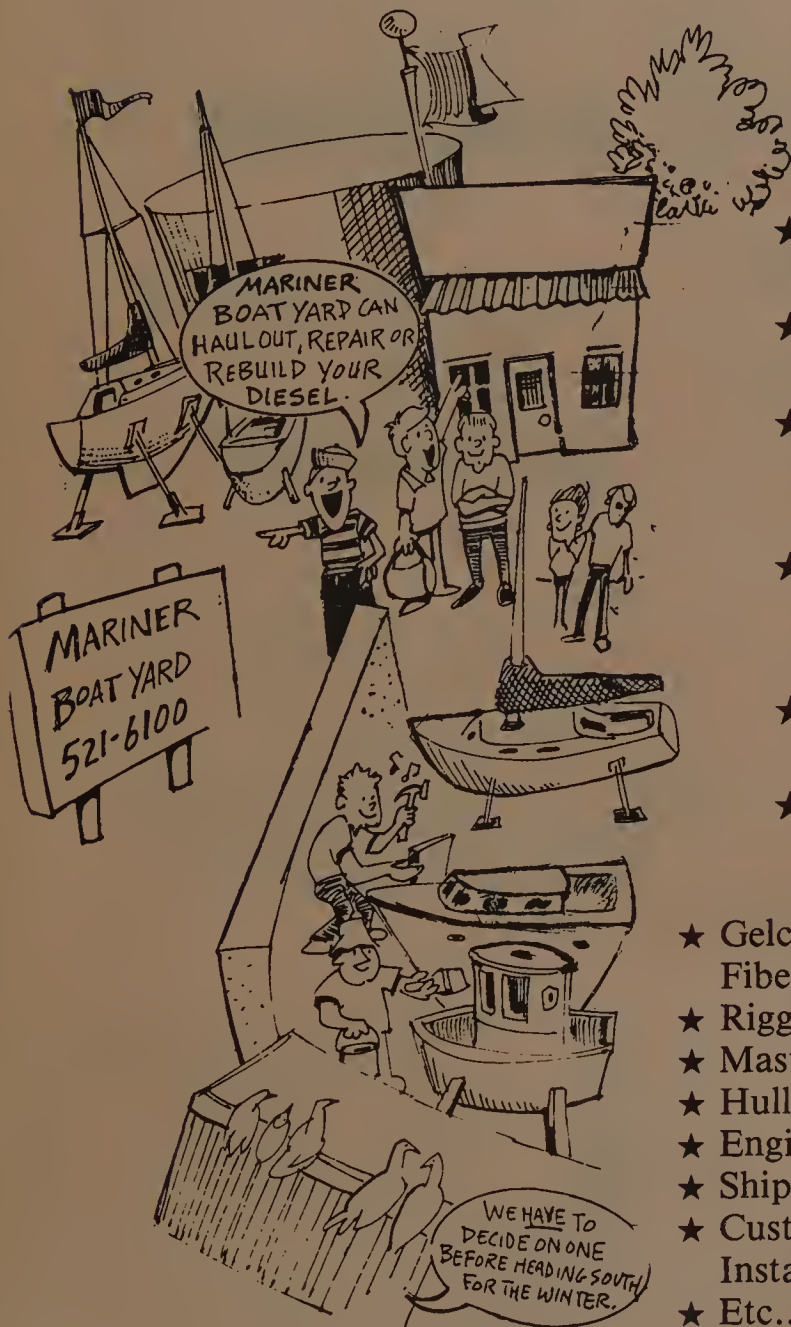
Mariner Boat Yard

2415 Mariner Square Dr. Alameda

“Where Service Has Meaning”

- ★ Experienced Maintenance & Repair — Both Power & Sail Boats
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- ★ Owner with 35 Years Boating / Sailing Experience, and 25 Years Business Experience
- ★ Stable, Friendly Crew with 4 to 17 Years Experience
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- ★ Rigging
- ★ Mast Stepping
- ★ Hull Painting
- ★ Engine Repair
- ★ Shipping
- ★ Custom Electronics Installations
- ★ Etc., etc., etc.



Call Pete (415) 521-6100

Near the Rusty Pelican, Mariner Square, Alameda

San Francisco Bay Yachting Center

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West Side of Mariner Square

STAR MARINE ELECTRONICS and **SIGNET**MARINE

A Great Combination!

FASTPAK™

The SL 260PC is a modular system comprised of a video graphic display, depth/speed SensePac™, an SL 60 apparent wind angle and wind speed instrument, and the Loran/SatNav interface SensePac. Reg 2995

Sale \$1995.



SMARKPAK™

Fully Modular P.C. Systems

For the most modular, easily expandable systems available, nothing beats the SmartPac PC by Signet. These fully integrated systems include the SL 110PC depth/speed/distance/temperature system, including the distribution of SatNav/Loran information, the SL 210PC that adds wind functions,



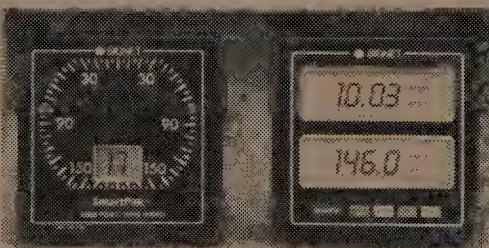
the SL 310PC providing virtually every racing function imaginable, including digital compass & heel angle. The menu driven display includes a variety of formats, such as bottom graphing & analog dial. The display will also graph any function vs. time & present up to 6 functions on the screen at once. Function size is user selectable.

Sale	Sale	Sale
SL 110PC Reg 1795 \$1095.	SL 210PC Reg 3695 \$2295.	SL 310PC Reg 5495 \$3295.

TRIMPAK™

Reg. \$1995. **SALE \$1195.**

The Signet TrimPac offers all the basic functions required for safe coastal cruising and club racing, including depth, speed, distance, windspeed/windpoint, and touch panel controls that let you call up information quickly. Simultaneous windspeed and windpoint readouts for proper sail trim and selection are only some of the unique features



available with the TrimPac. The SL 60 Wind Indicator & the SL 80 KM/DS can be used individually or together in a pod mounting. So if you're leaning towards the convenience of a pod installation, the TrimPac is the combination you've been looking for.

STAR * MARINE ELECTRONICS
(415) 769-STAR



KENSINGTON YACHT & SHIP BROKERS

- Mariner Square, Alameda
- 475 Gate 5 Road, Sausalito

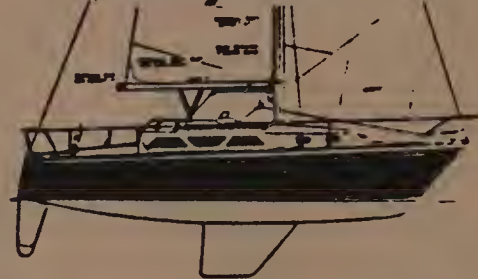
Alameda (415) 865-1777 Sausalito (415) 332-1707

Exclusive Bay Area Dealer for Newport and Gulf

American-Built at Affordable Discounted Prices!

See Us At The Boat Show!

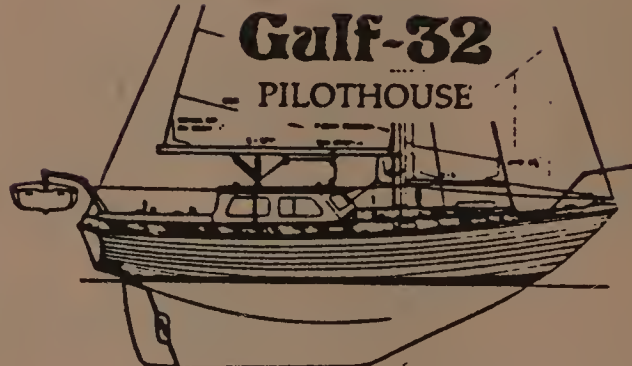
newport 31



newport 28II



Gulf-32 PILOTHOUSE



SELECTED SAILBOAT BROKERAGE

24' NEPTUNE trlr. '78	9,500	35' FUJI ketch, '74	45,000
27' CHEOY LEE, '66	23,000	35' C&C LANDFALL, '84	64,500
27' ERICSON, (2) frm	15,900	36' YAMAHA slp, '81	79,000
27' EXPRESS/trlr. '82	27,000	36' PEARSON, '73	54,000
29' BRISTOL, '67	17,000	36' CHEOY LEE ketch	67,000
30' BABA Cutter, '85	84,000	36' C.L. LUDERS, slp	49,500
30' PEARSON, '73	23,900	36' ISLANDER, '76	45,000
30' TEXAS MARINE Slp, '81	33,000	36' S-2 (11 meter) Sloop, '80	63,000
30' CATALINA, '81	28,500	38' ALAJUELA, '77	79,000
30' PEARSON 303	44,000	38' EASTERLY Slp, '78	76,000
31' DUFOUR, '80	28,000	39' BRISTOL Yawl, '69	55,000
32' DOWNEAST Ctrr, '76	54,000	39' FREYA (2) frm	79,000
33' HUNTER, '79	36,000	39' LANDFALL Ctrr PH, '79	75,000
33' NEWPORT, '84	49,000	41' NEWPORT, (2) frm	68,000
33' YAMAHA slp, '79	34,000	41' FORMOSA ketch	79,000
34' FISHER MS ketch, '84	109,000	45' LANCER P/H, M/S, '83	140,000
34' PEARSON, '84	64,000	45' PORPOISE ketch '70	110,000
35' CORONADO, '73	42,000	46' MORGAN O/I ketch, '79	145,000
35' FANTASIA Ctrr, '78	75,000	48' STEEL MTRSL, '81	250,000

San Francisco Bay Yachting Center

2415 Mariner Square Drive, Alameda, California 94501

(415) 865-8081

West Side Of Mariner Square

WE CAN PUT NEW WIND INTO YOUR OLD SAILS.

Whether it's the tiniest rip or a luff-to-leech tear, just call Karen. If you're ready to convert to a roller reefing system, just call Karen. How about a conversion to longer battens? Just call Karen. Why? She happens to be one of the best sail repair experts on the Bay. With almost ten years experience at some of the best known lofts. And because she's an ocean veteran, she speaks your language. She understands you have your own



Karen Anderson



Putting you first.

Alameda Marina - Building 32 - 2035 Clement Ave., Alameda, CA 94501

sailing style, your own unique repair needs. She also happens to be backed by a thorough, experienced support team, a full compliment of on-premise equipment, and a fast sail collection & delivery service. If your sails have lost their shape, Karen will introduce you to Howie Marion. He'll recut your sails for optimum performance. So if you're looking to put new wind into your old sails...that's right, just call Karen. **(415) 521-8474**



SEND YOUR YACHT TO STANFORD

The Stanford University Sailing Program is seeking motor yachts and sailing vessels for its instructional, recreational and competitive programs.

The DONATION of your boat is TAX DEDUCTIBLE. While most boats can be used by our sailors, others will be sold to help finance these educational offerings.

All donations will be handled in a timely and effective fashion. You will be surprised how attractive donating your boat to Stanford can be.

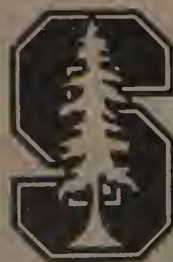
For More Information, Please Contact:

Joe Petrucci, (415) 723-2811

Marine Development Office
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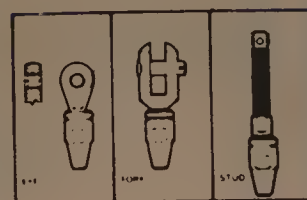
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5/32	3/8	40'	50'	116.00	58.00
3/16	7/16	50'	50'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
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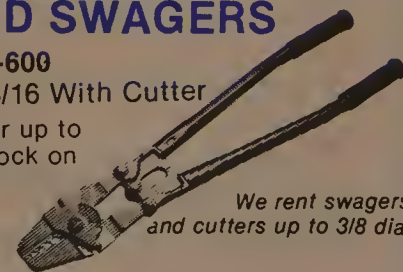
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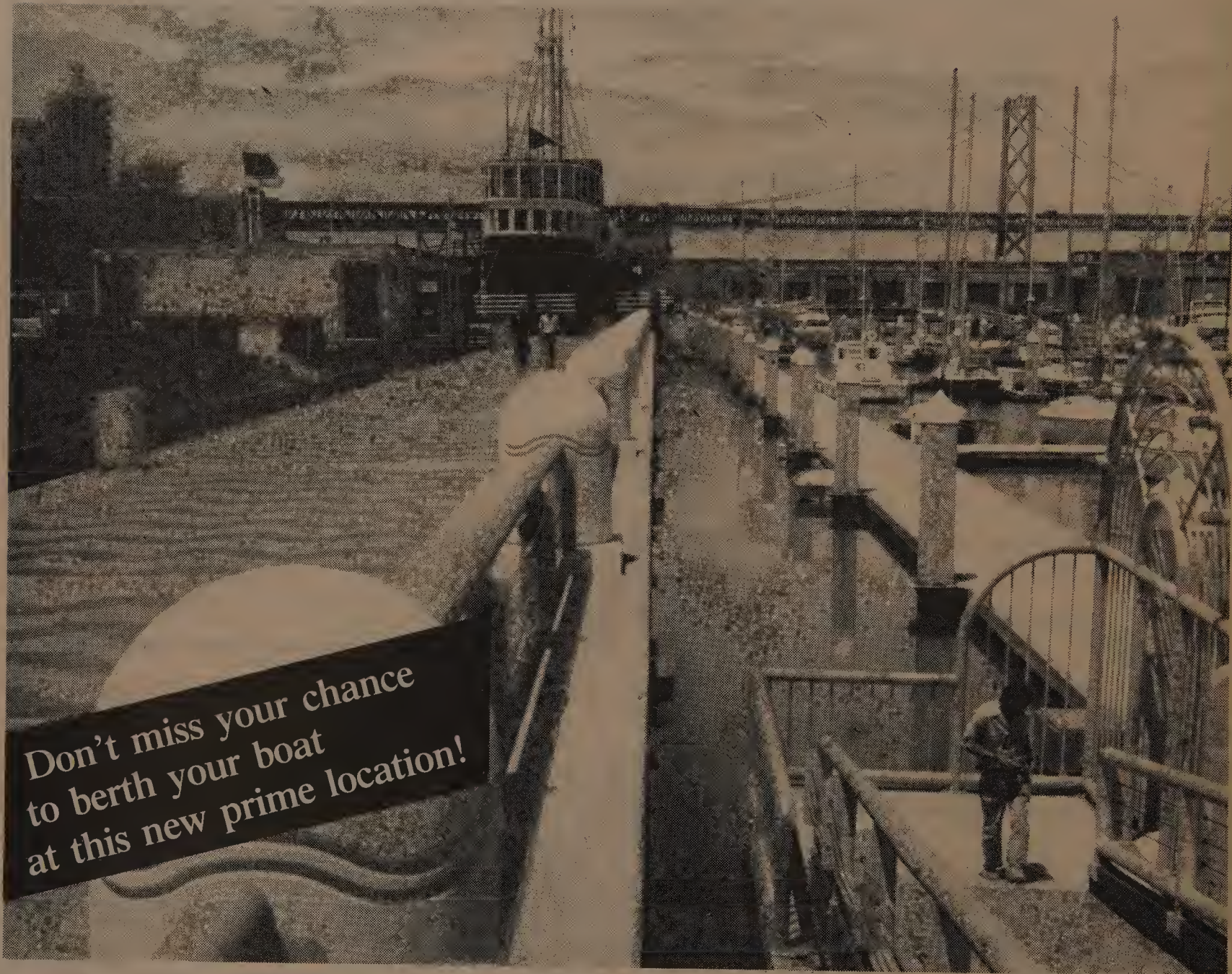
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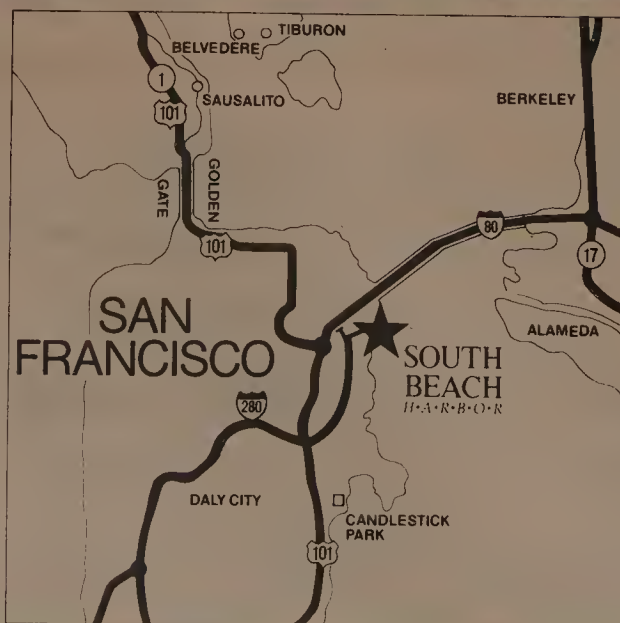


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CALENDAR

Nonrace

Sept. 7 — Used Boat Show. With 250 power and sailboats to view, this is the largest show of its kind on the West Coast. Sunset Yachts, (415) 654-9185.

Sept. 7 — First of four Stockdale Marine lecture series. 7 p.m., free. This one's on navigation. The others are on trailer sailing in Mexico (9/9); weather (9/13); and rules of the road (9/15). Stockdale Marine, (916) 332-0775.

Sept. 7,9,11 — America's Cup. See *Sightings*. SailAmerica, (619) 296-9224.

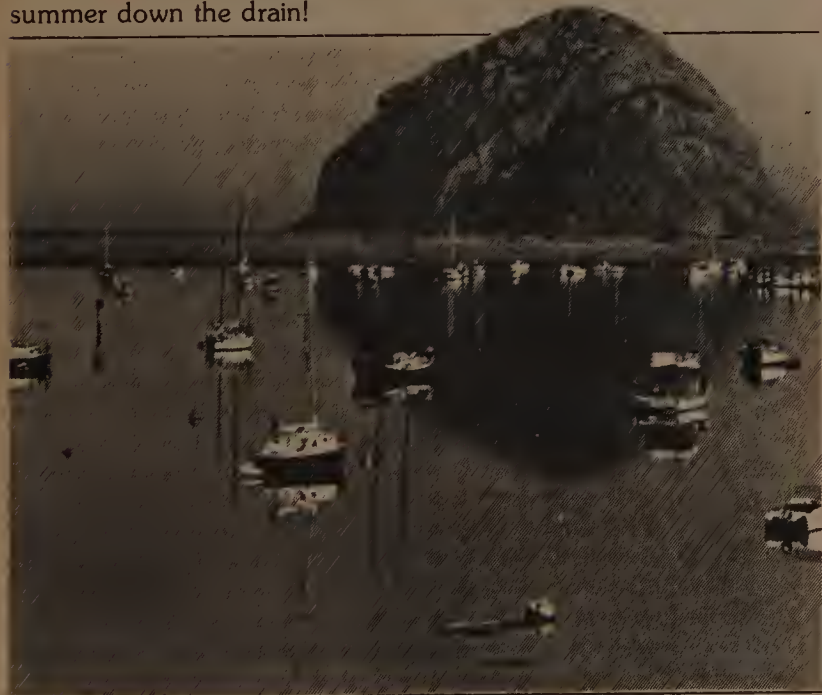
Sept. 8 — Boat Repair and Maintenance Class. Free, except for materials. Runs throughout the school year. Sponsored by the Santa Cruz County Office of Education, this is an accredited Regional Occupational Program. Trust us, this is a good deal. 31 Corralitos Rd., Watsonville, (408) 476-7140.

Sept. 10-11 — Fifth Annual San Francisco Sabre Rendezvous. Owners of Sabre yachts are invited to meet at Alameda Marina at 10 a.m. on Saturday; the day's sail ends with dinner at StFYC; brunch at the club the next day. Call Sharon at Charles Thomson Yachts, (415) 865-3662.

Sept. 17-18 — Catalina 27 annual cruise to Half Moon Bay. Tom Walsh, (415) 943-1030.

Sept. 17-25 — Bay Area Boat Show. The annual in-the-water biggie at Marina Village in Alameda. Northern California Marine Association, (415) 521-2558.

Sept. 22 — Autumnal Equinox. One of the two days of the year when the sun is directly above the earth's equator. The days start getting shorter than the nights from now until March 20. Damn, another summer down the drain!



Morning in Morro Bay.

Sept. 23 — BAMA (Bay Area Multihull Association) lecture/slide show featuring Ian Farrier, noted Australian designer of trailerable and foldable trimarans (e.g., F27, Trailertri). Metropolitan YC, 8 p.m., free. Lynne Theriault, (415) 232-2725.

Sept. 23 — "Southern California: There and Back Again". A free seminar presented by Horizon Yacht Consultants and Island YC. Charles Thrasher, delivery skipper, will speak. Island YC, 8:30. (415) 521-5370.

Sept. 24-25 — Wapama Steam Schooner Meet. For former steam schooner crew members, passengers, or anyone else who gets

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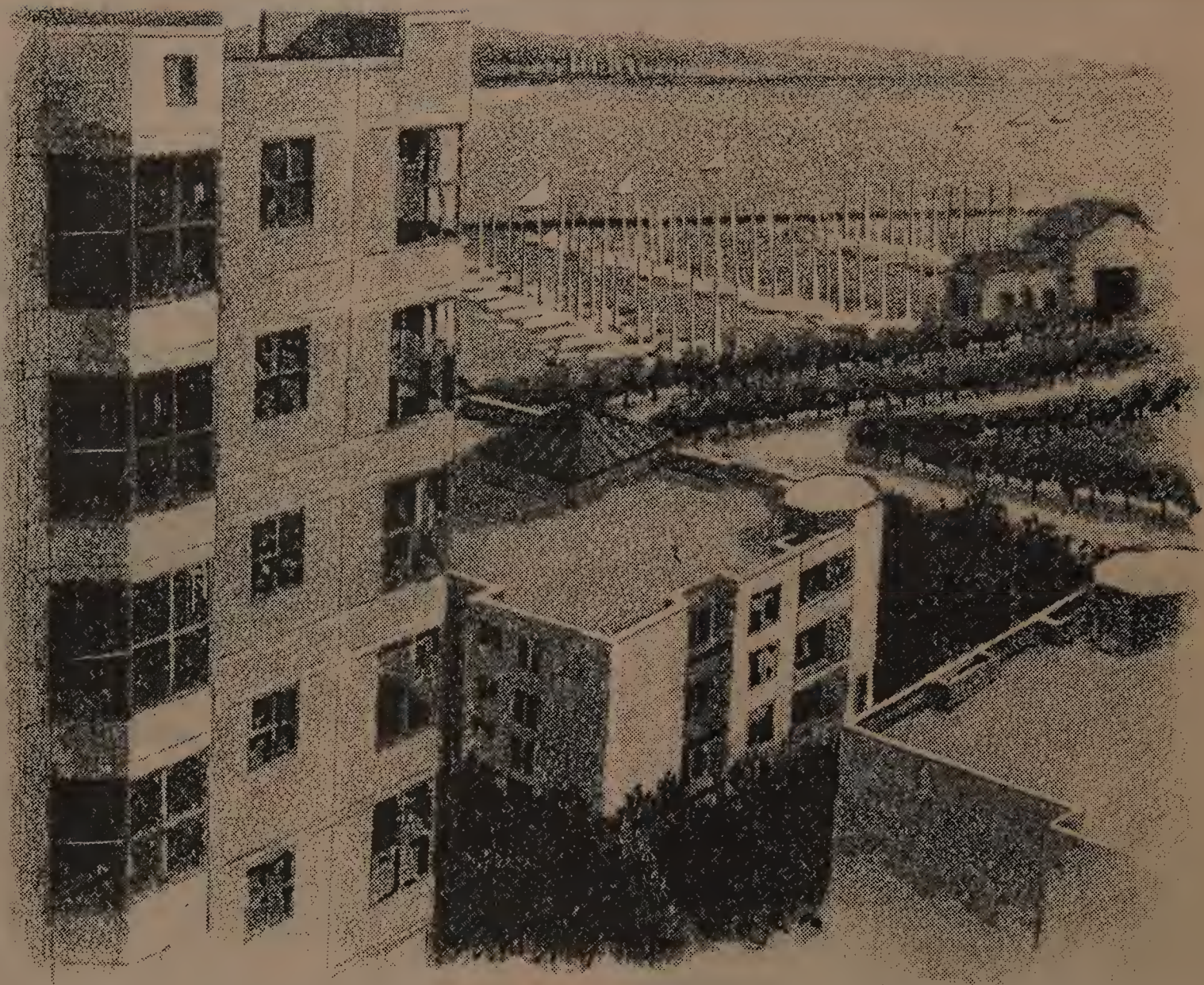
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CALENDAR

steamed up about the *Wapama* and her now departed sisterships. See *Sightings* for the full story. Bay Model, Sausalito. (415) 332-8409.

Oct. 1 — Second Annual MYCO Marine Flea Market. Buy, sell, or swap pre-owned boat gear. Remember, the early bird gets the best deals, so be there when it opens at 8 a.m. Free stalls on a first come, first served basis. MYCO, 1853 Embarcadero, Oakland. (415) 536-7450.

Oct. 1-2 — Seventh Annual Morro Bay Harbor Festival. As good an excuse as any to spend the weekend in this charming little fishing village. (800) 231-0592.

Racing

Sept. 2 — Windjammers Race. Records have been falling like leaves this summer — will *Merlin's* 1984 time of 5 hours, 59 minutes and 17 seconds hold up? Not if *Mongoose* can help it! Entry forms available through YRA; more info can be obtained from the host club, Santa Cruz YC, (408) 425-0690.



It's crash n' burn time again: the 25th BBS will occur September 18-24.

Sept. 2 — Farr One Ton Rally. Three short (5 mile) races out of StFYC for Farr 30.5 raters. Last chance to blow up your one tonner before the Worlds. The main man, Bruce Farr, will be coming out from the East Coast to hold court. Golden Gate Sailing Association, (415) 332-1987.

Sept. 3 — SF Perpetual Challenge Trophy. StFYC's *Blade Runner* will defend against Balboa YC's *Tomahawk*. May the best boat win! StFYC, (415) 563-6363.

Sept. 3-5 — Tomales Bay Labor Day Regatta. Santa Rosa Sailing Club's 38th annual off-the-beach regatta up in Point Reyes. Between 50-75 trailerable boats are expected, including a disproportionate amount of Pelicans. Two-thirds of the fleet usually camps out on Marshall Beach, where a pig will be roasted at Saturday night's luau. Rumored to be like a mini-Sea of Cortez Race Week, only colder. Mike Severson, (707) 528-3658.

Sept. 2-4 — Hawkfarm Nationals & J/29 PCC's. Concurrent but separate regattas hosted by Corinthian YC. The "jayhawks" will party together Saturday night. CYC, (415) 435-4771.

Sept. 3-5 — Master Mariner's Chickenship Regatta. Second annual Bay to Petaluma race/cruise weekend for the vintage varnish bunch. Bill Rickman, (916) 965-8656.

Sept. 7-15 — One Ton Worlds. The pinnacle of international IOR racing. For once, the U.S. has a good shot at winning. Elvis picks 'em elsewhere in this issue. StFYC, (415) 563-6363.

Sept. 8, 1973 — Seventeen boats departed from Portsmouth,



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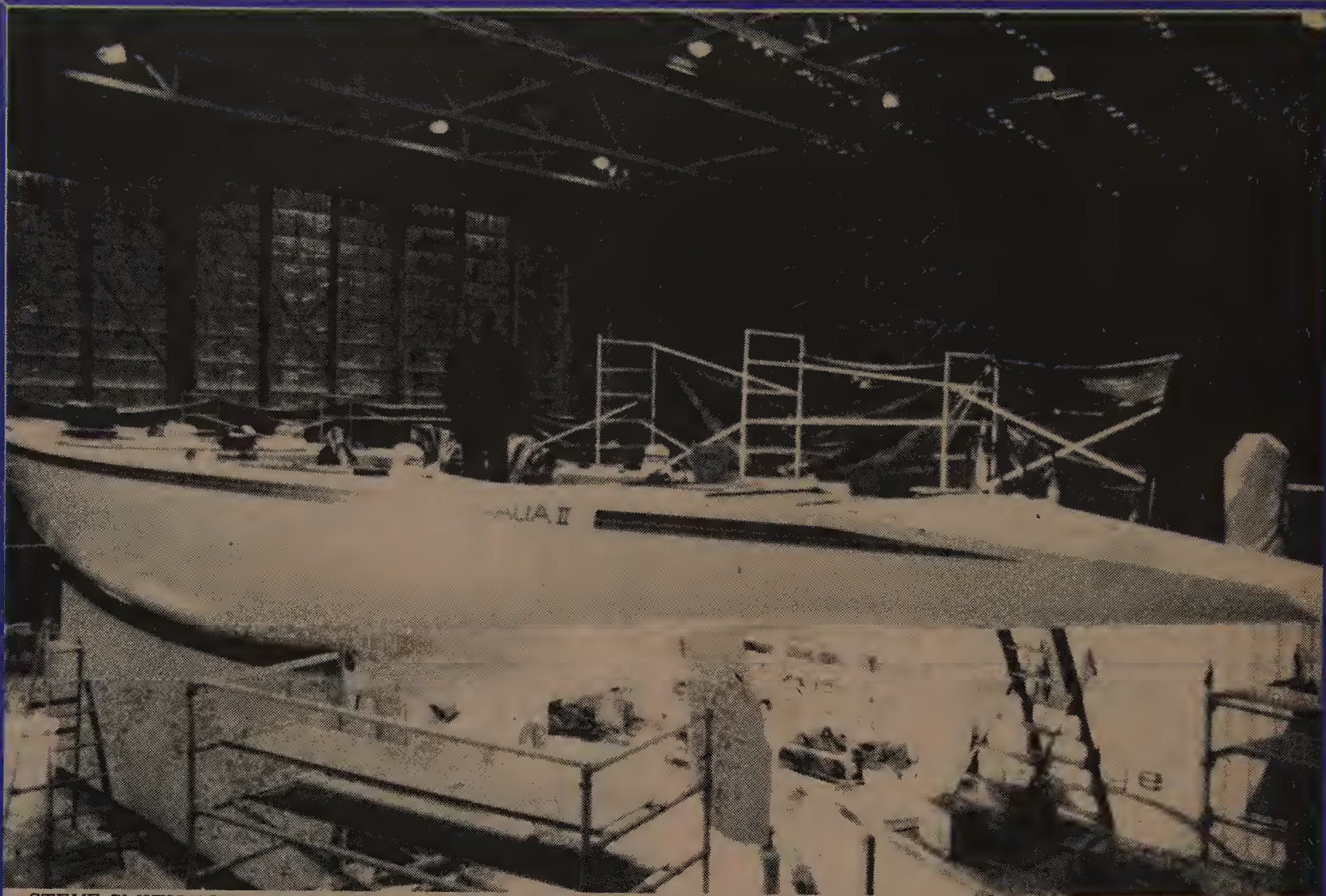
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CALENDAR

England in the inaugural running of *the* ultimate yacht race: the 27,000 mile Whitbread Around-the-World Race. The four-legged race (stopovers were in Cape Town, Sydney and Rio de Janeiro) claimed three lives. *Great Britain II*, skippered by hard-driving Chay Blyth and manned by British Army paratroopers, finished first after 144 days at sea. In contrast to Blyth's spartan, disciplined approach to the race was Mexican businessman Ramon Carlin's low key effort on his Swan 65 *Sayula II*. He took his family with him and stocked his boat with all the necessities of life, including vodka, wine and caviar. *Sayula* went on to win overall — a popular victory if there ever was one.

Sept. 10-11 — Ong Regatta. One of the biggest regattas for Cal 20's and Santana 22's. Two races each day on the Southampton Shoal playground. Richmond YC, (415) 237-2821.

Sept. 10-11 — Fourth Annual Plaza Cup. Santa Cruz 50 racing on Monterey Bay. With over 10 Cruz 50's expected, this regatta's shaping up as a mini-Cal Cup. Sara Schmitz, (408) 646-1700.

Sept. 17 — Women's Racing Association (WRA) Race #1. First of five races in their fall series. The rest are on 10/8, 10/15, 11/5, and 11/20. Spinnaker and non-spinnaker classes. Deborah Jose, (415) 563-1731.

Sept. 17-18 — South Beach YC Regatta. First regatta hosted by the new South Beach YC. Keith Moore, (415) 223-1116.

Sept. 17-30 — Pusan Olympic Regatta. The Bay Area's Soling squad (John Kostecki, Bob Billingham, and Will Baylis) will be going for the gold. See related preview elsewhere in this issue.

Sept. 18-24 — Big Boat Series. The 25th anniversary of this classic West Coast gathering of the clan. StFYC, (415) 563-6363.

Oct. 1 — Duxbury/Lightship Race, the last ocean race of the summer. Now sponsored by the Bay View Boat Club.

Oct. 1-2 — All Islander Regatta. Sponsored by the fun-loving Tiburon YC, this is the annual hoedown for any and all types of Islander boat. One design and PHRF classes. BBQ and dancing Saturday night. Ed "Anonymous" Perkins, (415) 285-2404 (work) or (415) 924-5796 (home).

Oct. 6-9 — Express 37 Nationals. Five Bay races and one ocean race. "Owner-driver" rule strictly enforced. Hosted by Richmond YC. Rod Sievers, (916) 441-4653 (days).

Oct. 7-9 — Swan Regatta. First SF Bay regatta exclusively for the elegant Swans. Between 25-30 boats have expressed interest. StFYC, (415) 563-6363.

Oct. 8-9 — Salem ProSail Regatta. See *The Racing Sheet*. GGSA, (415) 332-1987.

Oct. 15 — Sailing Regatta (formerly Scotts-to-Scotts). From GGYC to Jack London Square. Next month, we'll be able to tell you what they're calling the regatta this year. Susan, (415) 567-8457.

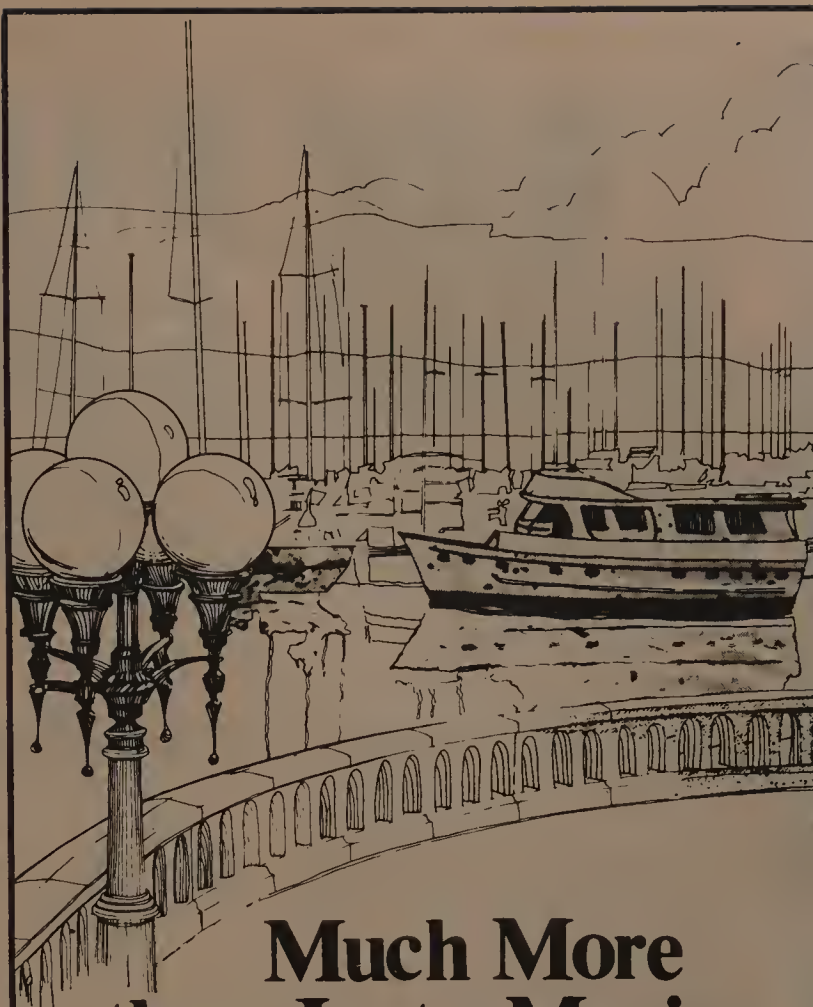
Oct. 15-16 — Vallejo One-Two. The Singlehanded Sailing Society's season finale. A fun way to try shorthanded sailing in a relatively tame waters. Shama Kota, (415) 332-5073.

Oct. 22-Nov. 5 — World Corporate Games. Up to 10,000 athletes will compete in 20 sports. The sailing competition takes place in Mistral Malibu sailboards, Lasers, Hobie 16's, and J/24's. (415) 781-1988.

Oct. 29-30 — Great Pumpkin Regatta. One design racing for Etchells, Express 27's and 37's, Santana 22's, J/24's, Solings, Cal 2-27's and Cal 29's, Ranger 23's, Islander 36's and Newport 30's. Always outrageous. Richmond YC, (415) 237-2821.

Remaining Beer Can Races

CORINTHIAN YC — Friday nights through September 2. Fred Borgman, 435-2777.



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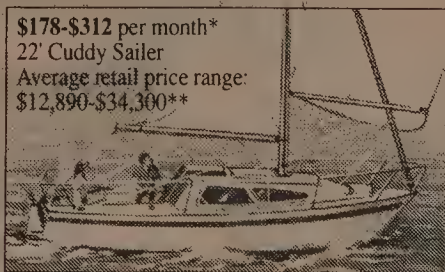
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CALENDAR

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GOLDEN GATE YC — Friday nights, Series II: 9/9. Call the club at 346-BOAT.

ISLAND YC — Alternating Friday nights with the the EYC series. Summer series: 9/16, 9/30. Seth Bailey (see above).

SANTA CRUZ — Every Wednesday night until the end of daylight savings time. Starts outside the harbor sometime after 6 o'clock. Very loose, very fun.

SAUSALITO CRUISING CLUB — Friday nights, Late Series: 9/9. Milt Roed, 332-0700.

SAUSALITO YC — Tuesday nights, Summer Series: 9/6, 9/20. Don Chandler, 331-4017.

VALLEJO YC — Every Wednesday until the end of DST. 1755 start. Call the club, (707) 648-9409.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Items that are late or illegible, or items that are phoned in, probably won't make it into the calendar. As always, calendar listings are announcements for events that are free or don't cost much to attend. The calendar is not meant to support commercial enterprises.

September Weekend Tides

date/day	max current	slack	max current
9/3/Sat		0212	0521/2.7F
		0841	1038/1.2E
		1356	1645/1.7F
		1932	2259/3.7E
		0324	0646/2.7F
9/4/Sun		0958	1213/1.0E
		1517	1806/1.6F
		2042	
		0116	0422/4.0E
		0808	1107/3.4F
9/10/Sat		1407	1645/3.0E
		2012	2305/3.0F
		0158	0452/3.8E
		0838	1130/3.2F
		1433	1712/3.3E
9/11/Sun		2047	2339/3.1F
		0012	0312/2.4F
		0645	0857/1.6E
		1129	1456/1.7F
		1726	2118/3.7E
9/17/Sat		0116	0418/2.3F
		0758	0954/1.3E
		1224	1551/1.5F
		1821	2216/3.6E
		0015	0321/4.8E
9/24/Sat		0703	1002/4.1F
		1308	1550/3.9E
		1916	2212/3.9F
		0114	0411/4.7E
		0745	1040/4.1F
9/25/Sun		1343	1633/4.6E
		2005	2304/4.3F

Sunday Afternoon 2:30 p.m.



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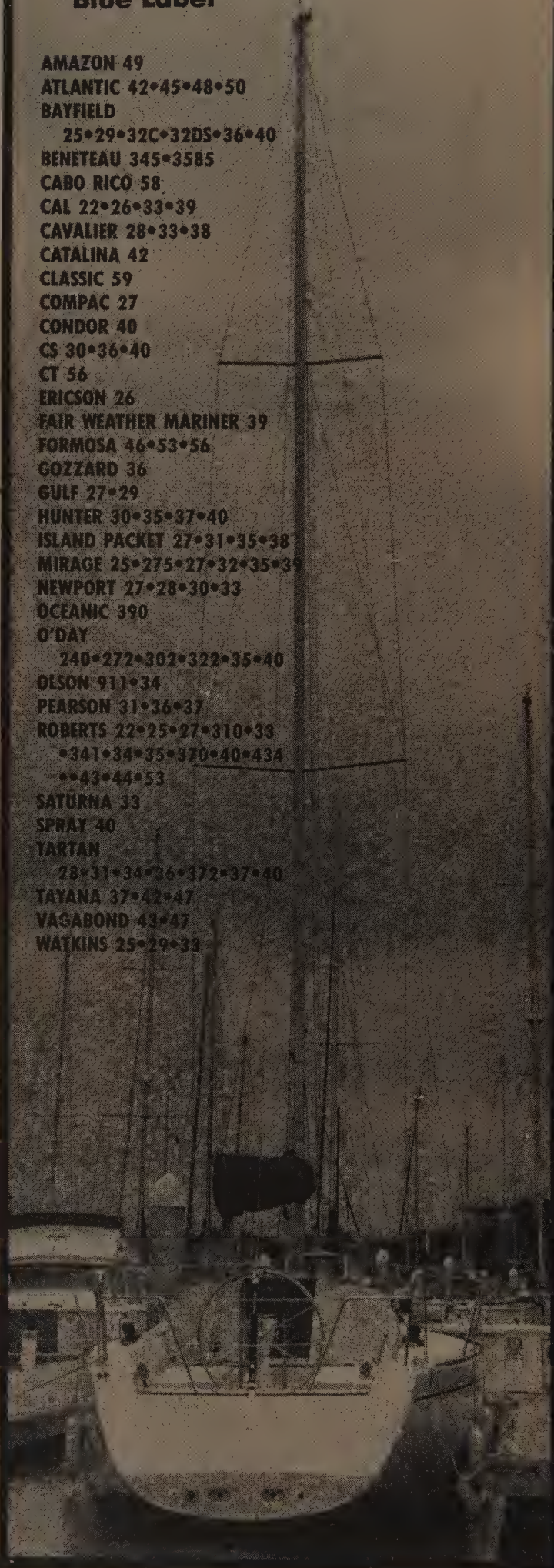
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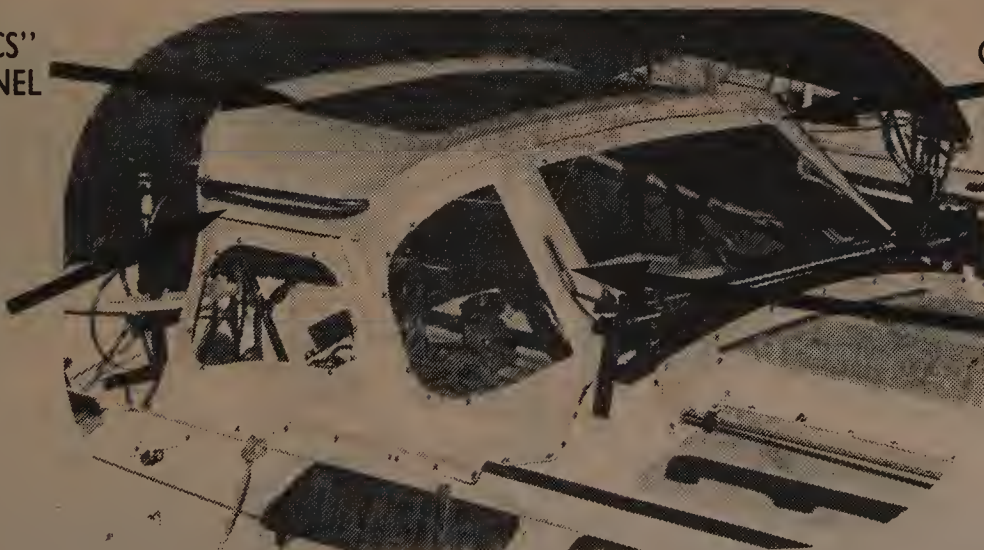
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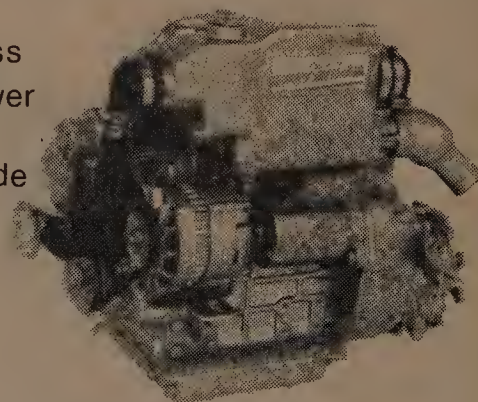
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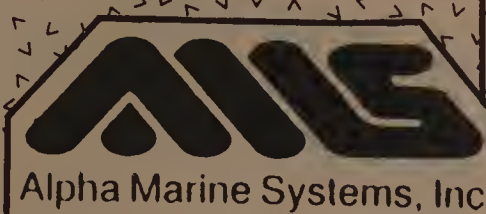


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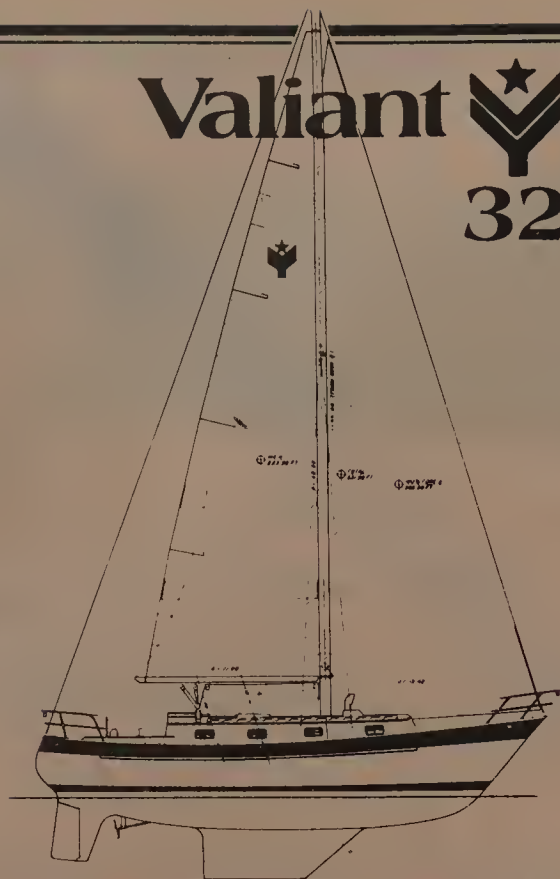
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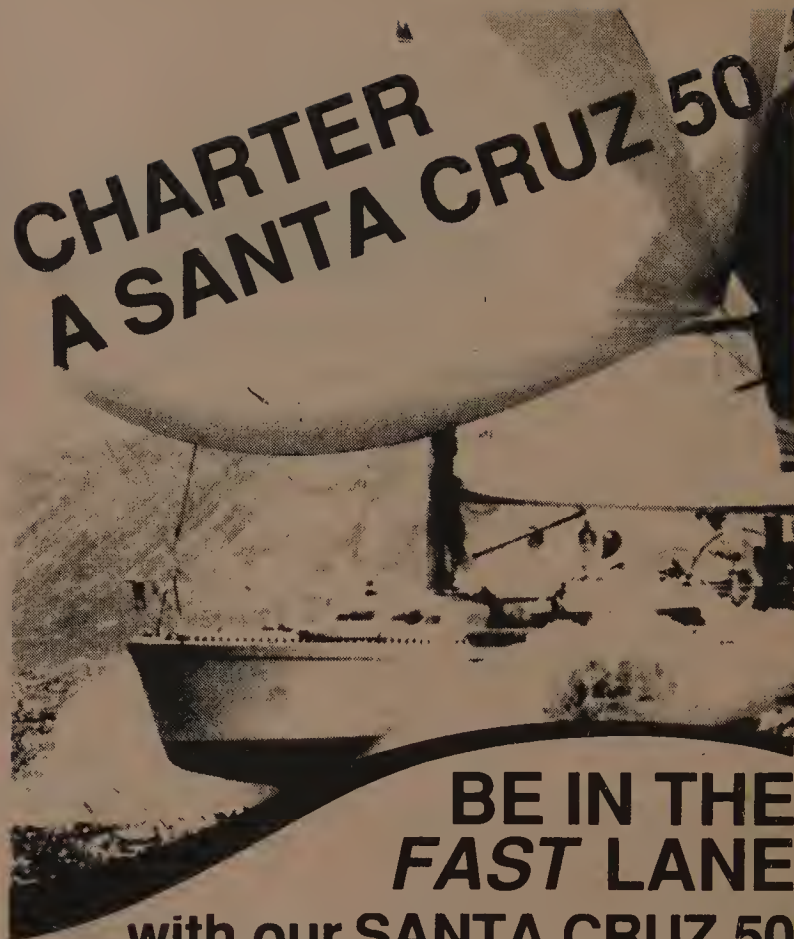
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Oct 8	San Diego to Ensenada (more Hussong's)	75	\$2,500
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Feb 18, '89	Puerta Vallarta & MEXORC Combo	1,100	\$15,000
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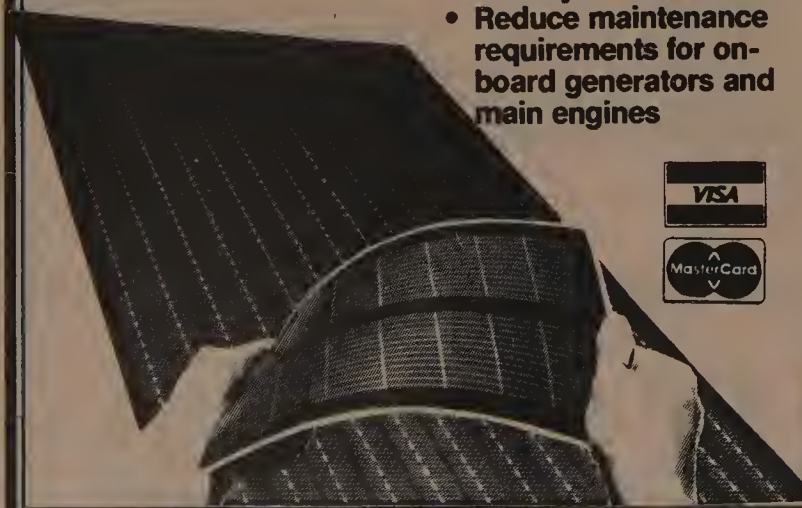
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LETTERS

❑ I COULDN'T HAVE DONE IT WITHOUT THEM

On day number six at 0200 of the Singlehanded TransPac, I sat on deck thinking about the tremendous amount of help and support I had received in the previous few weeks from friends and individuals in the marine industry from San Diego to Alameda. I would be grateful for the opportunity to use *Latitude 38* to convey my sincere thanks to all those people who made it possible to prepare *Etosha* for the race to Hawaii.

First, the owner, Dr. Bill Grant, who drove from San Diego to Alameda to supervise the yard work and put in a week of work himself. He even paid all the yard bills before he left and certainly held up his end of the charter agreement.

John 'JP' Prideaux, superintendent of the Ventura Harbor Boatyard did a wonderful job of securing the self-steering tiller to the rudder post after it had failed at 0200 the previous 'night'. As John did that work, 'Electric Bob' fixed up a radar detector for me. While in the area, I also want to thank the Ventura Harbor Patrol for leading me into Ventura at 0400, and the security guard who gave me some welcome tea at dawn. Thanks go to the Harbormaster also, for graciously giving me a berth despite the inconvenience to other arriving offshore powerboats.

Lani Spund, ably assisted by his wife, June, arranged the charter of my boat, lent sails from *Emily Carr*, and persuaded me that *Etosha* was faster than a Santa Cruz 50, which I now believe, off the wind at least.

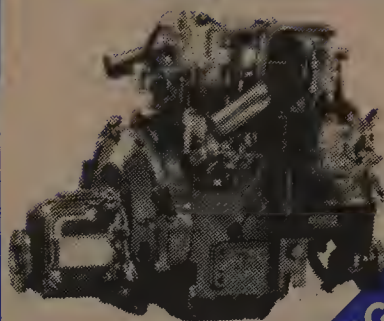
The entire race would have been impossible without Al and Grant Gering and Mark Dudley, who bravely delivered the boat from the Cabrillo YC in Los Angeles to Monterey. Just before Big Sur they called the Coast Guard to report that the pumps were unable to keep up with the water coming through a crack in the bow. The Coast Guard towed them into Monterey with the forward water-tight compartment full of water and the bow collecting kelp on the pulpit! Thanks to the Coast Guard, who had a pretty rough trip.

Neil and Brent worked hard to hoist the boat on a Sunday in Monterey. Jim came to our rescue with a pump and then spent most of Monday welding up the crack in the bow. Thanks also to Bill the Harbormaster. I was then able to leave on my qualifying sail and still arrive at Svendsen's in Alameda on Thursday evening.

Svendsens really put themselves out. Sven was around much of the time, Peter did a masterful job finding two mobile welding crews, and Dwaine hauled the boat four times in a week. Robin and Pat took all my phone calls graciously. Plenty of friends arrived over the weekend to help me practice with the spinnaker and try the mizzen staysail. Thus thanks go to Rick and Carl Darlow, Alan and friends, Cliff and Joan, David Bayliss and Bob Saldich. On Monday Gary Mull produced drawings for the new frames and longitudinal stringers that were required. Somehow Svendsen's finished the job the Thursday before the start of the race. Hands for Hire cleaned up the boat with just two hours notice. Then Eric Jenstaadt, Bernard Jacobs and Darryl Andersen from Sandaro Industries arrived to spray Speedcoate on the hull so I could take *Etosha* up to the St. Francis YC.

Jeff Magaziner from Johnson-Hicks organized William and Michael to fit a new Robertson self-steering system and check out the SSB radio and wind instruments and fit a new weather-fax antenna. Vern Dietz from Alpha Marine came along to check out his installation and made some improvements. Alan Saldich spent a week working on the boat and managed to

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LETTERS

complete a new 50-item list every two days. Michael Parrett, Gregg Wisley and Alan from the '86 *Merlin* crew arrived to measure all the spinnakers on Saturday morning, and Darryl also helped with the last-minute items that I just couldn't have completed on my own.

I also want to mention Jack Haltermann of Arrow Marine, who installed the Robertson unit and a Harken jib-furling system on *Roller Coaster* before I had to change boats. John Fraser, Mal and Ben decided they simply couldn't let *Roller Coaster* go without a full insurance policy so I reluctantly had to change plans from that Santa Cruz 50. Donnely Batteries in Santa Cruz was kind enough to take back the extra batteries I had bought. Dave Hodges at Larsen Sails in Santa Cruz made a great spinnaker sally; North Sails repaired the #1 genoa in record time; Hogin Sails and Marion Sails in the Bay Area helped with spinnaker modifications and spreader patches on short notice.

Ward and Richard at West Marine Products in Palo Alto managed to find all kinds of gear for me, and Jeannie at Alameda Marina was helpful as always.

I also must thank Shama Kota-Gutheti, Peter Hogg, Fred Joyce and Ed Ruszel from the Singlehanded Sailing Society for all their help and my special friends who came to see me off.

To everyone above and to the many others who helped but aren't mentioned, I want to thank you for the time and effort you contributed to the challenge of sailing *Etosha* in the Singlehanded TransPac. The race may have been singlehanded, but I certainly couldn't have left San Francisco without your help.

Bob Cranmer-Brown
Northern California

Bob — Having covered the Singlehanded TransPac since its inception, we know that it's the people behind the scenes who really make it possible. Since all the participants have 'thanks' lists that are just as long as yours, and since we have limited space, we're going to let yours act as a symbolic 'thank you' to everyone who helped any of the skippers.

□ CHALK ONE UP FOR CAPTAIN BLIGH?

I read, with some interest and surprise, the *Mutiny on the Insouciance* letter that appeared in the August issue. Interest, because it was one of the scenarios that my wife and I had predicted for this voyage of the *Insouciance*. And surprise, because the captain had the idiocy to write the article himself.

I give the Coast Guard credit for properly sizing up the situation. I can even imagine that after listening to the captain's harranguing story that they probably wished they could lock him up.

I really don't know 'Sir Gallahad', although I met him once. He's a clean-cut, intelligent-looking young man in his early 20's by the name of Trevor. His presence and bearing were those of a refined and cultured upbringing. The latter fact was used by my wife to vote down my scenario that Captain George would feed the sharks before they got two weeks out.

In two weeks I got to know George Foglesung by sailing and working on his boat, I found him to be a high strung individual of some intellect. But it seemed to me he had an ego that would allow him to endanger the lives of others with reckless abandon and also allowed him to lie about anything as long as it might accomplish his goal.

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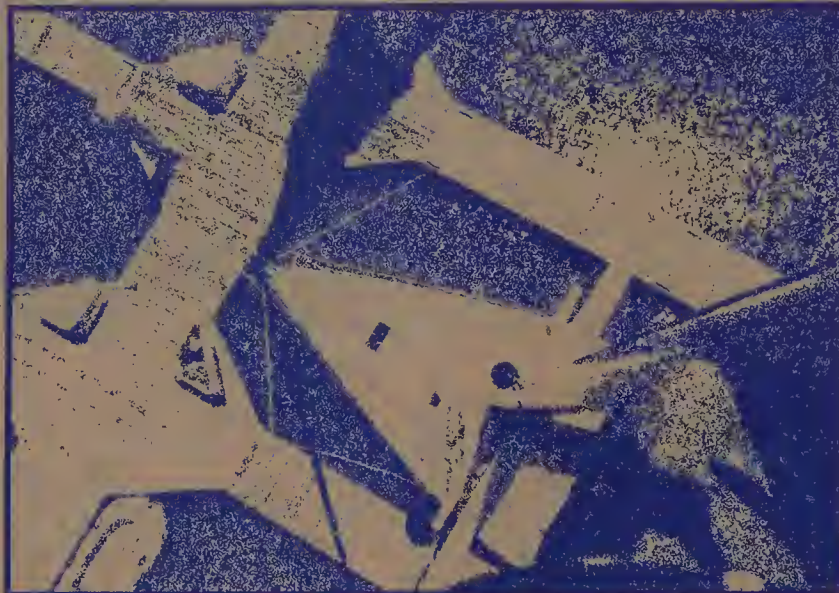


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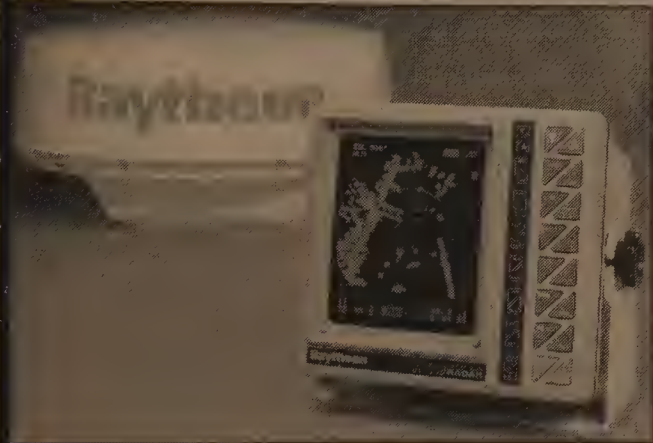
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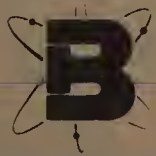
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LETTERS

George had never heard of a balanced sail plan. His idea of a sail inventory was to buy as many sails as you can as long as you could get them cheap. His idea of standing watches was that the rest of the crew did it. He would rest and sleep at night while the windvane drove. At that point, however, he still hadn't figured out how to get the vane to work and was only able to demonstrate it on one heading for short periods in the Bay. Nonetheless, he intended to get a full night's sleep every night no matter what. Even the first night out of San Francisco! Afterall, he had a radar detector.

Once he went into a long story with me about a previous crewmember who had awakened him for what *he* considered to be a minor item, and how he had never been able to like the man since. As captain, it was his prerogative to fool around with whatever happened to interest him while others managed the helm. And manage the helm they would have to do. I never counted, but it must have taken ten full turns of the wheel to get full rudder with the hydraulic system that George had designed and built himself from tractor parts. It was hard turning all the way with any rudder load. A half hour of reacting to puffs left you with the feeling you had been cranking the bucket out of a well all day long.

The *Insouciance* is quite a roomy vessel. It could have accomodated five people comfortably had the owner put enough water tanks under the sole. But George really just wanted a crew of one. He spent the better part of one day trying to convince me that my wife, who was a bit skeptical of his operation, should be left behind while he and I sailed to Tahiti. Then there would only be two of us! He had found that with three or more people, they always seemed to stick together against one person. Guess which one?.

George advertised in the Crew List for a female. "They are more submissive," he said. His own wife, whom I found to be a quite good sailor, refused to go to sea with him. She had done it once and that had been enough. Apparently he had lied to her about the trip and she ended up doing all the real work.

Our Captain Bligh admitted to me that he had two previous 'turn downs' from the Crew List. There may have been others. When we turned him down cold on the basis of too much unknown boat and too small a crew, he immediately took Trevor on to replace us. Previously we had told George we would make the trip with him — it was very tempting — if he would bring Trevor along as the fourth. We were informed that Trevor couldn't possibly make it, but would join the boat in Tahiti when we left to return home. As far as we can tell, it was a big lie.

So much for sailing and the Crew List. I have now turned down offers from a con artist, a fool and Captain Bligh. It hasn't resulted in much sailing, but it would make an interesting life to just keep on meeting such characters. My wife, I'm afraid, is a little jaundiced at this point. We have had a couple of offers in the wings that might have turned out to be quite pleasant. However, as we stopped to get our breath after the George episode, a business opportunity popped up that I couldn't refuse. Now I am again too busy to give sailing much more than a little serious thought.

But I felt compelled to write this letter knowing that Trevor was probably too refined a person to tell his side of the story. And since I have no other way of contacting him, I want to say: "Three cheers, Trevor, for a job well done."

Herman Miller
Stockton, CA

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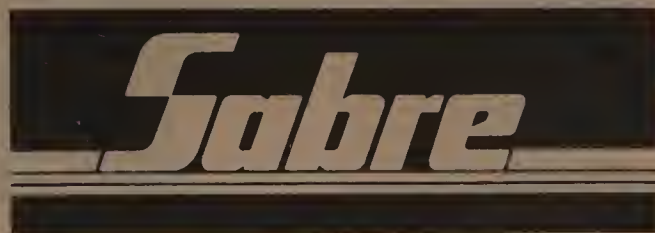
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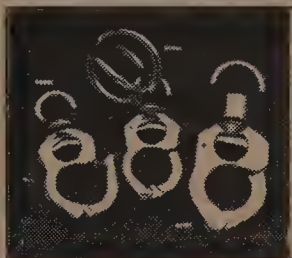
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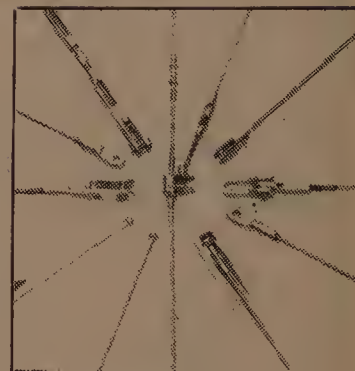
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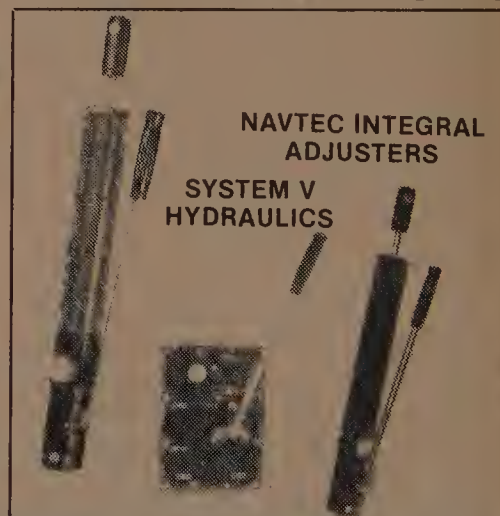
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LETTERS

Herman - Knowing that there are always two sides (and sometimes more) to every tale, we were interested in what you had to say in defense of 'Sir Gallahad' with regard to the so-called mutiny.

In all fairness, however, you are no more than a "character witness." You weren't aboard *Insouciance* at the time, so how could you be qualified to pass judgment on who was right or wrong? In our opinion, you've leapfrogged past hearsay into the realm of pure speculation.

Frankly, we're not sure why everybody wants to drag their dirty laundry out in public, but since it can be educational, and since the captain of *Insouciance* launched the first salvo, it would be interesting to hear Trevor's side of the story.

As for the Crew List, we think you misunderstand it. Nobody is saying that it's your ticket to the South Pacific on a perfectly outfitted boat with the best captain in the world. It's simply a starting point. You meet a couple of people, some of who might not be what you're looking for, and through them you meet a few more. Yuppies call it networking. If you're good, hard-working and cheerful crew, it's not going to take long for the better skippers with good boats to start offering attractive proposals. Good crew is hard to find and in demand the world over. The Crew List is merely a starting point, getting a foot in the door. Be a little less judgmental in the beginning and you'll soon find yourself rich with attractive options.

☐ DON'T WANT TO BE A WALKING BILLBOARD

As one of the best forums for sailing concerns in the country, I am writing you in order to get some feedback regarding the issue of advertising and sailing.

At the recent Vallejo Race, I went to buy a t-shirt to add to my repertoire, and was surprised to find not one, but three advertisements for sponsors on various areas of the shirts.

After reading your August Sightings item, *Life Beyond the Pickle Dish*, I am beginning to understand how the ever-increasing cost of putting on a regatta necessitates the need for corporate sponsorship.

Yet, I personally don't want to be a walking billboard. I would rather pay more for an advertisement-free t-shirt. Individuals choosing to put a logo on their spinnaker is one thing, but on our beloved t-shirts? Is nothing sacred anymore?

P.S. I have a question regarding the Peter Jackson family coming into San Diego aboard *Nyapa*. Isn't such treatment by the United States government unconstitutional? Whatever happened to the writ of *habeas corpus*? All I can say is that it sure is scary!

Deanna Bradbury
San Rafael

Deanna — If tennis players, who make millions of dollars a year and don't need the money, can endure wearing advertisement-covered clothing, we suppose you'll just have to learn to accept the American way.

As for the antics of United States Customs, they can pretty much do what they want with impunity because they've got immunity. That too, apparently, is the American way.

☐ HAPPY TO BE 'DUMB'

I haven't written in a long time, so first of all I'd like to say "hello" to all my cruising friends still "out there" and to let them know that I'll be returning to the 'real world' again soon.

I almost wrote to you a few times. First, when the DeJulius'

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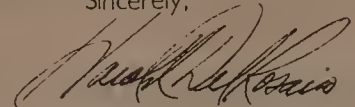
C&C Yachts, in business for 23 years, is largely responsible for today's popularity of the cruiser/ racer concept as well as

being the pioneers in the use of balsa core for strength and lightness. They have been acknowledged throughout the industry to such a degree that other boatbuilders, such as Baltic from Finland, have commissioned C&C design group for some of their projects. Today C&C is again on the cutting edge of sailing technology by using triaxial and kevlar blend fabrics as well as aircraft quality core and composite metals in everyday production boats. The main ingredient that has remained the same through the history of C&C is the most basic idea of building safe, strong and easy to sail family performance cruisers.

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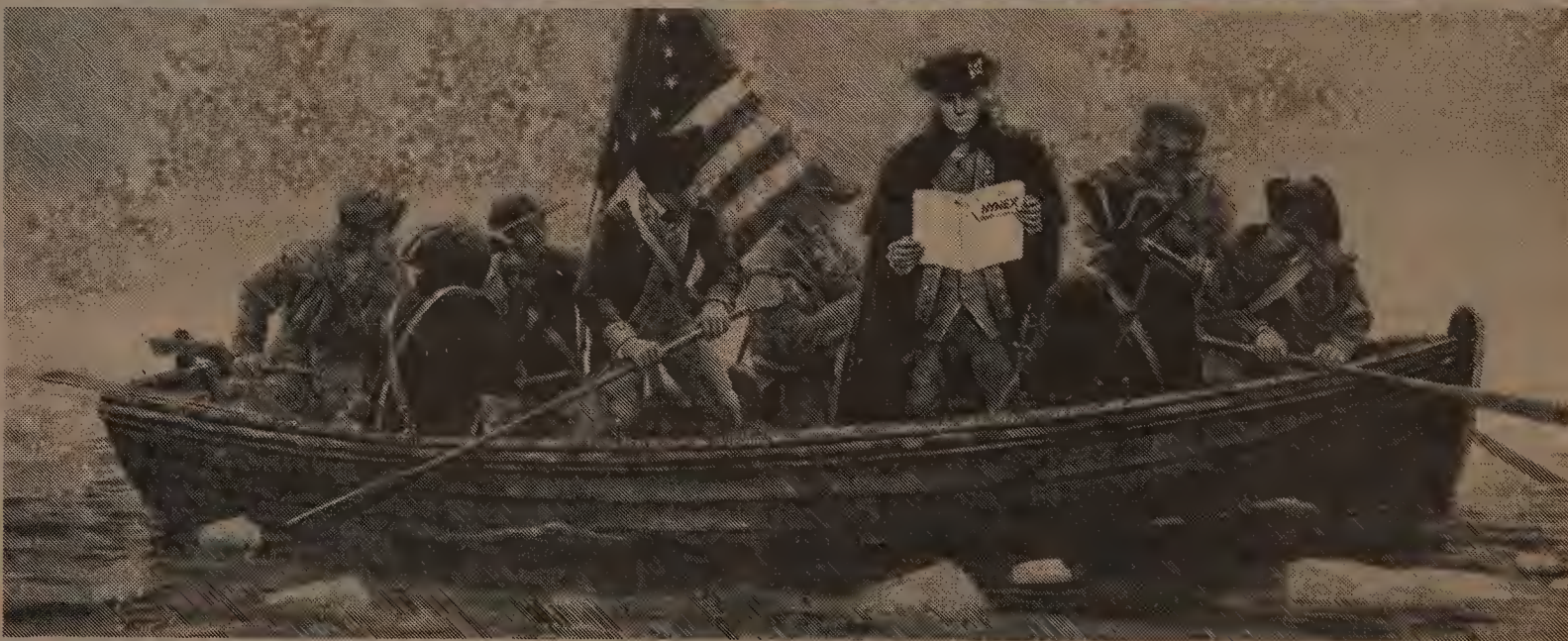
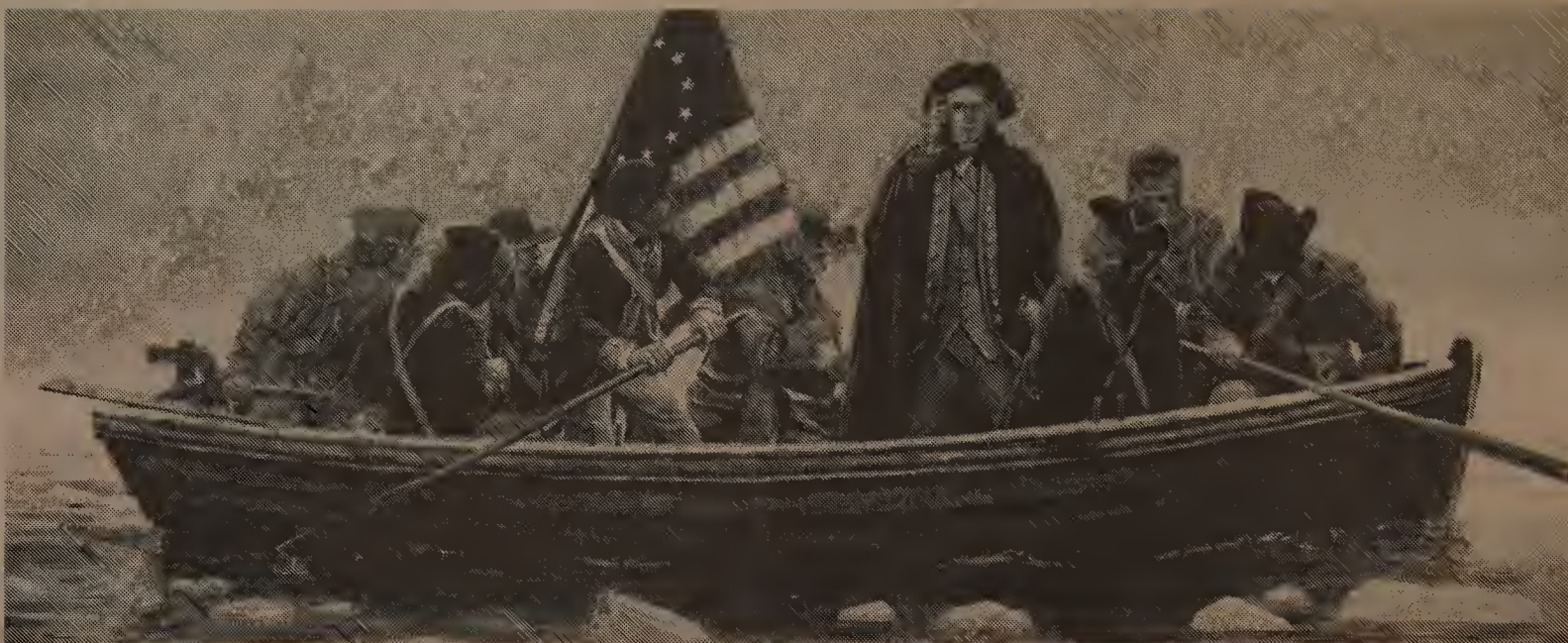


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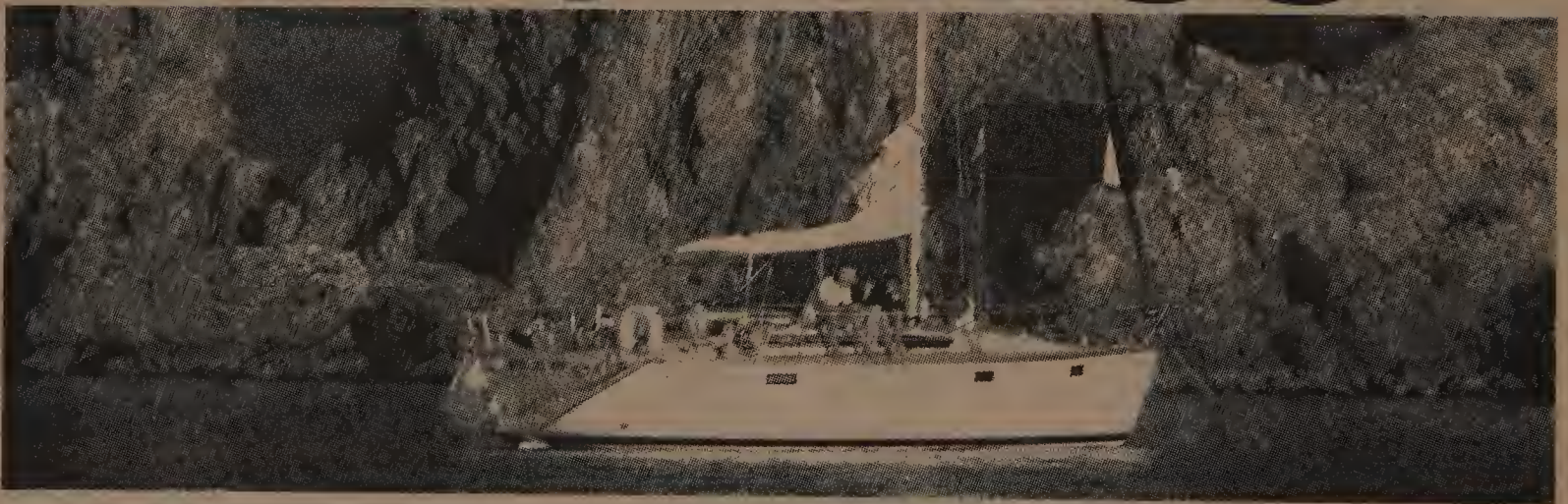
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LETTERS

capsized their boat, again when you published a photo of a multihull awash with no story, and also when you did not publish the fact that one of your advertisers sponsored a multihull symposium featuring the future America's Cup defenders.

You did your readers a disservice by not mentioning the symposium, as it was a great event and a wonderful opportunity to learn about multihulls from experts. I enjoyed it tremendously because it gave me a chance to shake the hand of Jim Brown and to thank him for designing my fabulous 40-ft trimaran. Without him, I would never have enjoyed the past eight years of cruising as much as I have.

My first boat was a monohull. It was so uncomfortable that I couldn't understand why the whole damn interior wasn't on gimbals. I didn't even get a chance to master the art of 'walking on walls' because after only six months the monohull sunk from under me in a nasty hurricane. Needless to say, it was quite an experience. But by then I was hooked on the cruising life and immediately began to look for another boat, only this time one that would also be *safe* and *comfortable*. I wondered if there was such a vessel.

How fortunate I was to find out about trimarans. I was even luckier to find *Galadriel*. She's beautiful, a fabulous sailer, steady (not even the stove is gimbaled), very comfortable and best of all, she's safe. As in *unsinkable*. And that leads me to the reason for this letter . . . to respond to being called "dumb" by Reese Palley's letter in your August issue.

Webster defines dumb as "stupid" and being stupid as "lacking normal intelligence, foolish, silly, dull and boring". I should take offense to all the name calling but I won't since it stems from pure ignorance . . . at least according to folks that have never been cruising. I must admit, I'd rather be called "dumb" for being a multihull sailor than to be stuck in traditional mediocrity.

As far as the DeJulius' experience of surviving a capsized multihull in the worst storm of the year, I consider them extremely lucky as they made so many *huge* mistakes. First and foremost was expecting to sail from Puerto Vallarta to San Francisco in two weeks — in December. It's absolutely unbelievable that they did not take the time to check out all their equipment, safety and otherwise *before* departure. (Finding dirty laundry in a storm sail bag during a storm . . . phew!)

Actually the smartest thing they did was go to sea in a multihull. I read another article about their experience and it was stated that even with the survival suits, they would not have survived in a liferaft. All the other vessels caught in that same storm were monohulls and all crew members lost their lives.

The fact that the DeJulius' are still alive and that their multihull is still floating out there makes me extremely happy to be a "dumb multihull sailor".

Joyce Clinton
Galadriel

□ NO, THEY WEREN'T DUMB

Please accept this brief reply to the letter signed by Reese Palley in the August issue which questioned the intelligence of people who sail offshore in multihulls.

My answer is as follows:

No, Jan & Joe were not dumb to be offshore in a multihull. The Casanovas, a famous cruising couple, rounded Cape Horn a few years ago and went through *five* successive 90-knot

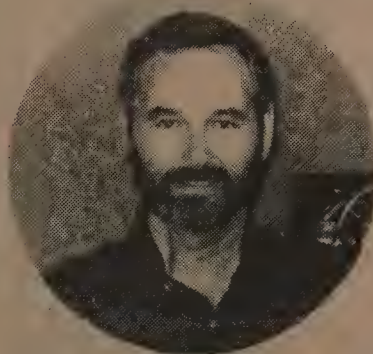
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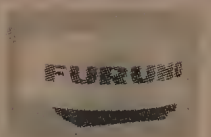
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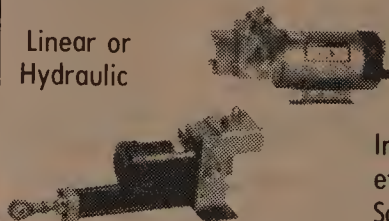


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Jan & Joe might be dumb for being offshore while ignorant of good seamanship, but it wasn't the boat's fault.

P.S. Have you noticed that one is usually able to interview the 'survivors' of multihull disasters? A vessel which goes down without a trace, like a monohull, doesn't leave anyone to interview.

Charles Beyor
Bolinis, CA

SO UTTERLY BASELESS

Although a fan of Reese Palley's book *Unlikely Passages*, as well as his recent contributions to *Latitude*, his recent letter condemning multihulls as unsafe offshore is so utterly baseless that I cannot help but put pen to paper in reply. Proper treatment of the subject really requires a book such as that of Rob James, so I'll try and limit myself to the more salient points.

Let me preface my remarks by saying that I've been fortunate enough to have sailed extensively on both monohulls and multihulls ranging from a 96-ft aluminum cutter cruising the Med to the Multihull TransPac-winning 48-ft catamaran, *Wind Warrior*, off Diamond Head. I've logged bluewater miles on heavy and light displacement monohulls and most recently returned from a cruise to Mexico in my 37-ft Brown Searunner, which saw me singlehanded in some pretty snotty weather, such as offshore in the mid-December gale and (fortunately) near Cabo for the even bigger January storm that turtled the DeJulius' boat (which, incidentally, is not so different from my own trimaran). *Latitude* readers may also recall that *Sightings* photog of myself and fellow Searunner owner Bob Ocigueda point with disdain at Dennis Conner's flipped Formula 40; but more on that later.

No less a sage than Tommy Lasorda once said that opinions are like noses — everybody's got one. Though I respect the miles Reese has under his monohull's lead (read slow) keel, I'm almost certain he hasn't made an offshore passage in a decent multihull, so it is really irresponsible for an author such as he to making such sweeping generalizations without any personal experience to base them on. At any rate, let me offer a few of my impressions on the matter:

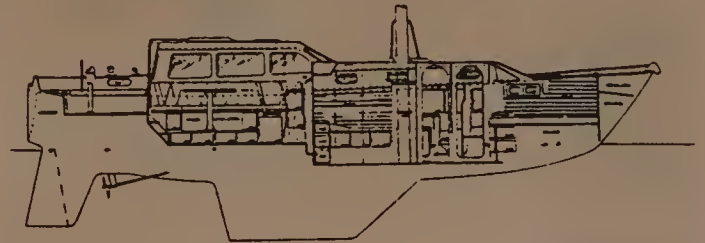
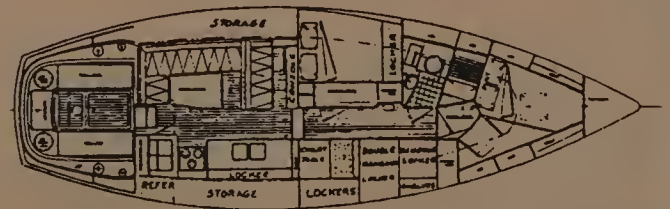
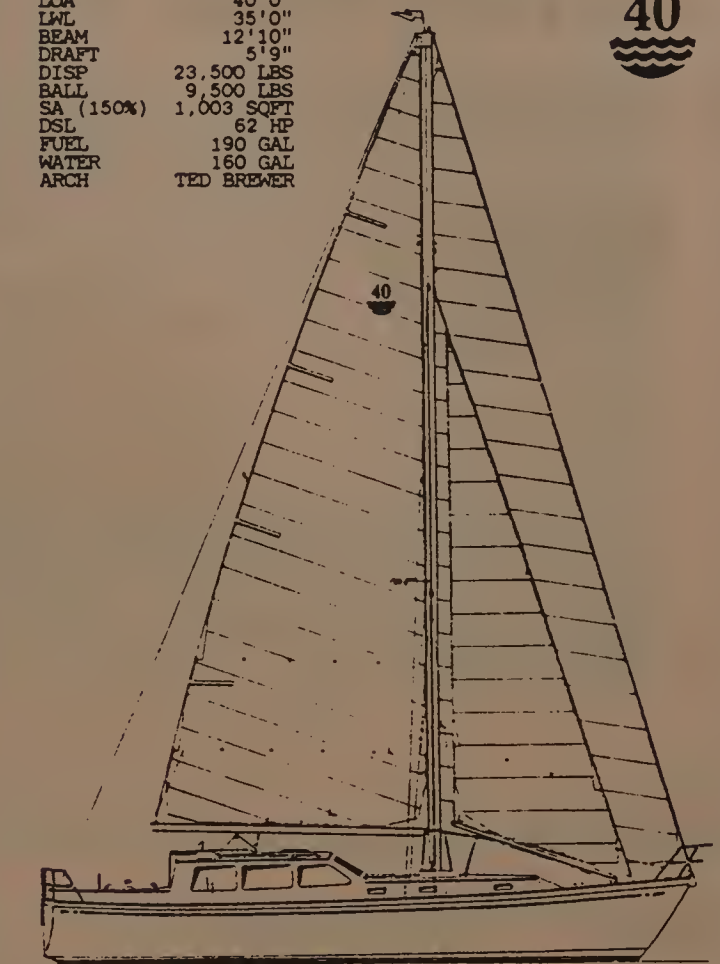
1. The January storm that saw the DeJulius' tri flipped was one of a magnitude that recreational sailors will never experience, coastal sailors will almost never experience, and that even world cruisers rarely encounter. It was what is called a 'survival storm' because your success is measured by whether you live or die in the process. The DeJulius couple survived a storm with seas confirmed by the Coast Guard to have been over 30 feet, a storm that sank monohulls and drowned their crews. The fact that their boat flipped is almost immaterial. Mr. DeJulius himself said that he thought the storm would have sunk a monohull.

2. Although obviously possible in extreme conditions, the likelihood of flipping a decently designed cruising multihull is far less likely than the odds of a cruising boat hitting a

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Bay Bridge Center, So. Span	8.2
Oakland Estuary Entrance	8.3
Pacific Marina	11.8
Berkeley Yacht Harbor	13.5
San Francisco Yacht Harbor	11.5
Golden Gate Bridge	13.3
Bonita Buoy	15.9
Sausalito Entrance Buoy	14.1
Belvedere (C.Y.C.)	13.9
South Hampton Light	13.5
Red Rock	16.5
San Rafael Entrance	18.6
Brother's Light	18.7
Petaluma	41.0
Carquinez Bridge	29.5
Napa	43.2
Martinez	35.8
Rio Vista	48.8
Sacramento	63.8
Stockton	107.8






sally lindsay's

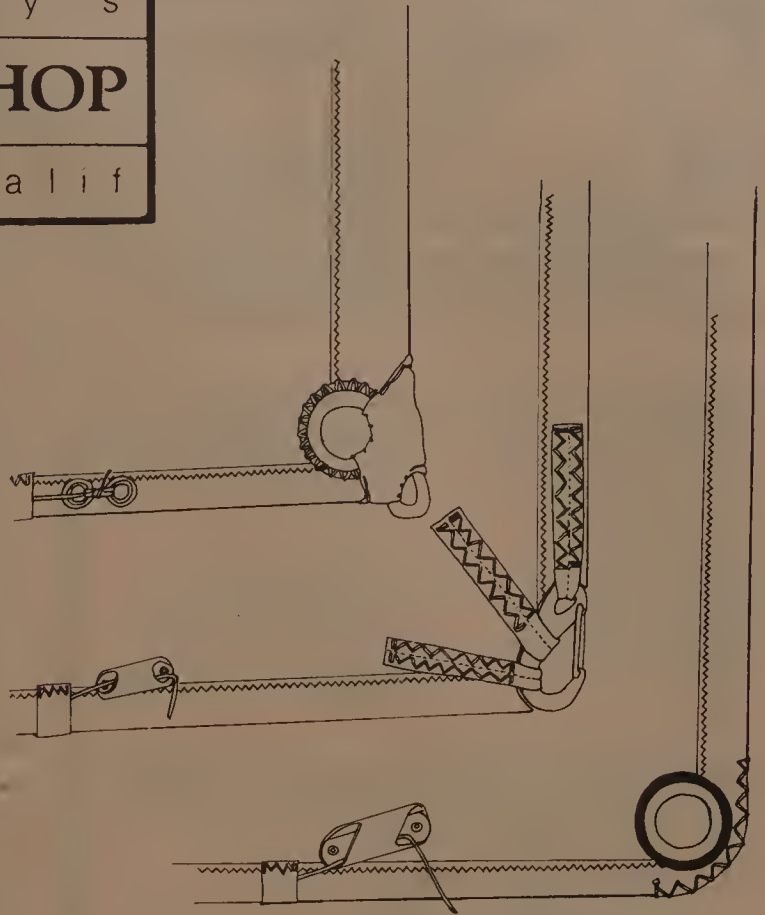
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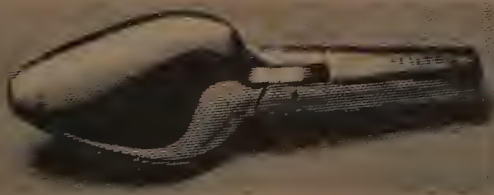
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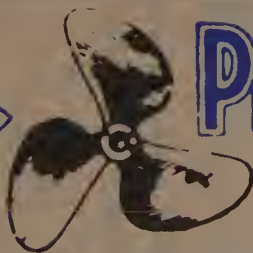
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FWR-188-438H	3/16	7/16	60'	60'	\$72.00 ea
FWR-219-438H	7/32	7/16	60'	60'	\$96.00 ea
FWR-219-500H	7/32	1/2	65'	65'	\$110.00 ea
FWR-250-500H	1/4	1/2	70'	70'	\$123.00 ea
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LETTERS

deadhead (see Ray Triplett's article), a partially submerged cargo container (see Arthur Beiser's article in *Sail*), a whale (remember *Auralyn*), or maybe the odd iceberg (remember the *Titanic*). A ballasted monohull can sink in minutes in such situations, a multihull will not. The DeJulius' tri was still floating months after the storm turtled it.

3. The seaworthiness of any boat, mono or multihull, can only be examined on an individual basis. An excellent design means nothing if the boat is poorly constructed and vice versa. I've seen plenty of multihulls that have no right going past the marina breakwater (most are built by owners with little if any prior experience). But I can say the same about monohulls. Even more important than a boat's design or construction, however, is its crew. Smart, seamanlike boathandling should and always will be the most important determining factor in any boat's ability to weather a storm. After all, Ed Gilette paddled to Hawaii in his kayak due to preparation and his abilities as an individual. Remember that the next time the wind pipes up and you put off tucking a reef in the main because you hope it will die down soon.

Now, for a few other pithy comments:

+ People who say that multi's can't point as well as monohulls are right; they point better. The exceptions are the early, high-windage, poorly designed tri's and cat's. (I'll be nice and not mention names.)

+ To my mind the biggest negatives about multihulls as cruisers are their lack of payload capability, higher maintenance, and difficulty in finding marina berthing. Their biggest advantages are unsinkability, comfortable motion underway, speedier passages, shallow draft, wonderful deck space and motion at anchor (our flopper-stoppers are built-in), and the ability to beach the boat for a between tides bottom job.

+ The more monohulls evolve, the more they become like trimarans. Why don't boats that look like tri's with their amas chopped off (Moore 30, *New Zealand*) stop bothering with dozens of rail-meat crew members, chop off what little ballast they still use, and just bolt on some floats?

+ Multihulls are not really practical as cruising boats until at least 32-feet in length, whereas monohull cruisers can be a little bit smaller. I also do not consider multihulls well-suited to sailing in higher latitudes (for one thing, they are generally poorly insulated), so I suppose if I were commuting daily around Cape Horn, I would do it in a steel monohull with full foam floatation. For the tropics, a good trimaran will do just fine.

+ Balls out racers like the French mega-multi's and Conner's flipped 40's give the proven cruising designs a bad name, though they are fun to watch. Also, Dick Newick is dead right when he says the west coast is lagging way behind on the multihull scene.

+ The best marine head ever devised is the 'Spronk' type on my trimaran. Affectionately dubbed the torpedo hatch, it is a hole cut out in the bottom of my port cross-wing that let's the user directly deposit his offerings into the briny blue (we don't use it in port). No muss, no fuss.

+ California does not begin until one reaches Point Conception headed north. The coast from Santa Barbara to San Diego is a Police State and the ritual greeting for a cruiser coming into San Diego from Mexico is to have his yacht boarded and torn asunder by overbearing authorities and then fined for not having a separate, current registration sticker for

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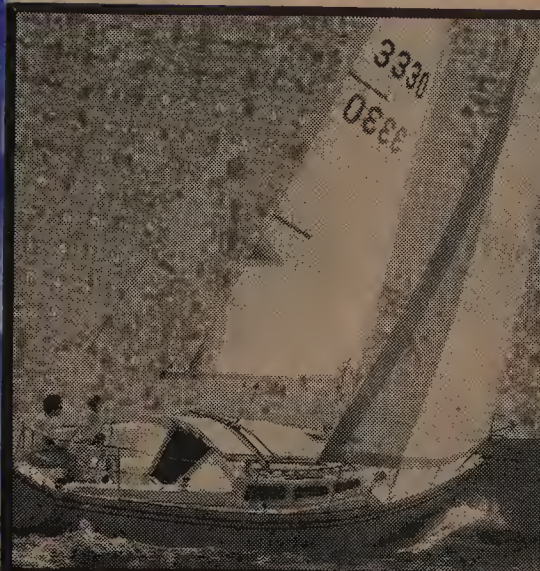
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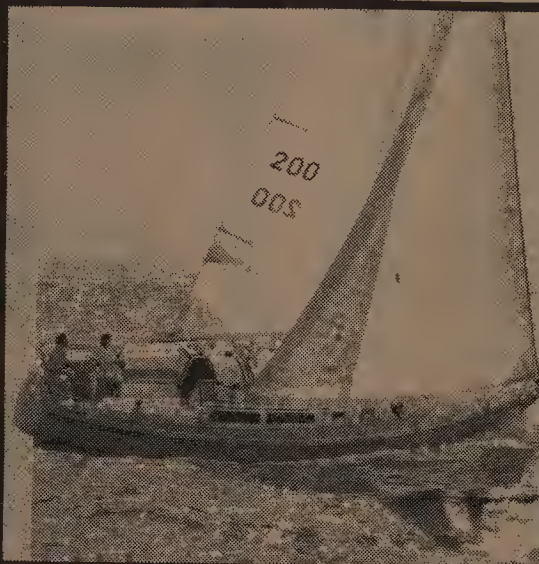
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LETTERS

the dinghy, assessed a customs fee, and harassed by the Harbor Police for anchoring out instead of paying \$8/night marina charges.

Keep the homes fires burning, I'm coming north.

Jungle Jim
Yacht Mithril
Bashing North

Jungle Jim - We're suspicious of Palley's motives. He's a pretty broad-minded guy and we wonder if he didn't 'plant' his letter to instigate some dialogue about the virtue of different types of boats.

□WHAT ABOUT THE OTHERS?

I'm writing in response to Reese Pally's anti-multihull letter.

Is he aware that three other vessels were lost in that same storm, and each had only one hull?

Most things we do in life involve risk. Is any boat truly safe offshore?

Having sailed both monohulls and multihulls, I have a lot more fun with multihulls. It's very enjoyable to go 12 knots instead of seven. It's also nice to rest at anchor without the boat rocking all over the place. Next time you anchor in a crowd, look around and count all the monohulls with their whisker poles out over the side an attached to some kind of "rocker stopper".

Don't get me wrong, I don't believe multihulls are any better or worse. I just feel that is is not "dumb" to do what you enjoy — even if it might involve more risk.

Comparing multihulls to monohulls seems a lot like comparing motorcycles to cars. They each have their advantages and disadvantages. Let's allow each other the freedom of choice without resorting to calling each other "dumb".

P.S. I've enclosed a slide that you may or may not be able to reproduce. It's of a boat sunk at the dock; a "smart" monohull, to be exact.

Lloyd Reeves
Los Osos, CA

Lloyd — 'Freedom of choice' we're all in favor of that. About the three sunk 'monohulls' you and the other multihull advocates refer to in this month's Letters; wouldn't it be more honest to specify that they were all fishing boats, completely unlike what's commonly referred to as a "monohull"?

□MEXICAN CHARTS OF MEXICAN WATERS?

I'm preparing for my first season in Mexico. One of my jobs was to go through all my back issues of *Latitude* and cut out everything having to do with Mexico.

In one of the *Changes*, I saw something that's struck my curiosity. Barrie and Daphne Hartly wrote from Manzanillo to say that full color charts were available from the Instituto Oceanographico. However, they did not include the address and I have not been able to find out anything from the Mexican Department of Tourism. Please help.

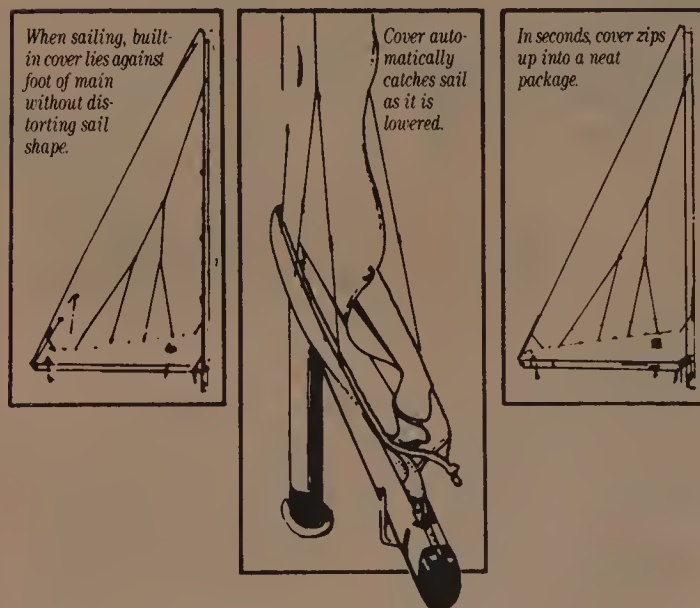
Cyndi Goddard
Northern California

Cyndi - Since we don't remember the Hartly's letter, we referred the question to Jack Williams, who is about to complete his two volume cruising guide to Baja.

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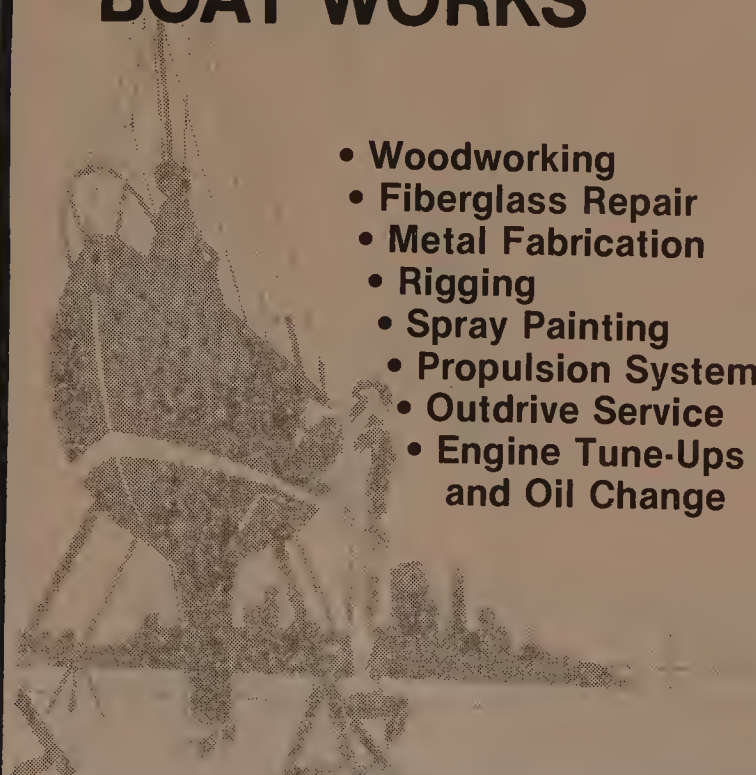
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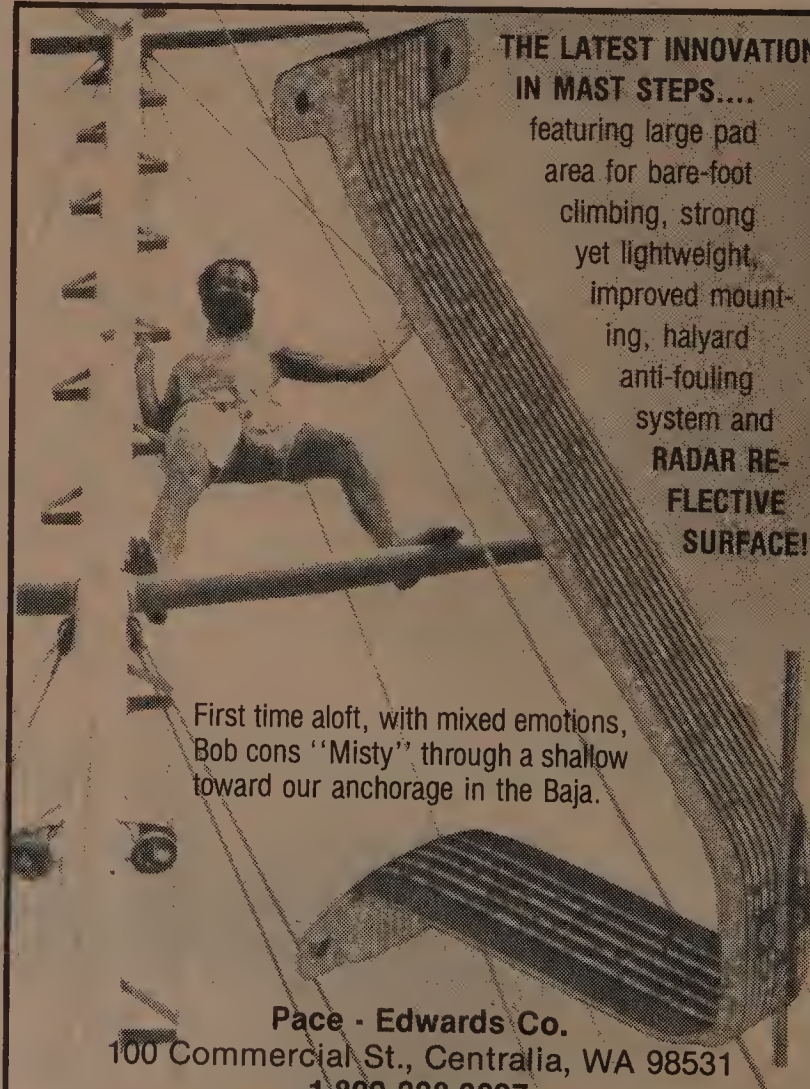
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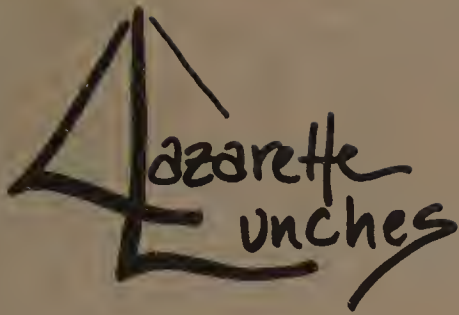
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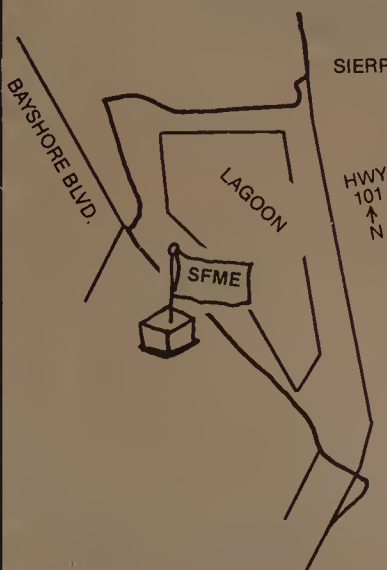


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LETTERS

Williams says that "really beautiful" topographical maps of Mexico are indeed available. Although they give no details whatsoever of underwater areas, he finds them very helpful for coastal navigation. You do have to remember he is a lifelong forester and is skilled at reading contour maps. Williams is certain that the maps are based on aerial photographs and that they were produced in the United States.

You can get them from Pacific Travellers Supply, 529 State Street, Santa Barbara 93101, or, The Map Center, 2611 University Avenue, San Diego 92104. But there's a catch. The maps sell for \$7 each, which isn't too bad until you consider that it takes 134 of the 1/50,000 scale maps to cover the Pacific and inland sides of just the Baja peninsula. There's also 1/250,000 maps, of which it still takes 16 to cover just Baja. Knowing that the maps sell for just 90 cents in Mexico City, Williams flew there and paid for a vacation with his savings.

Having sailed extensively in Mexico, we frankly don't think such charts represent good values for typical cruisers.

About the nautical charts. It's William's understanding — and he asked around in Mexico City — that the Mexican nautical charts, with one or two exceptions, are merely United States charts with the names in Spanish. The Mexicans have done no independent surveys except for a couple of harbors.

Our advice? Buy a ChartGuide West Mexico portfolio and a Charlies' Charts — and be done with it. You can live in Mexico for two months on the money you save by not buying unnecessary charts.

□KIWIS LOOKING FOR LOCAL KNOWLEDGE

Your address was sent to us from a friend in California. We are a New Zealand couple with a 13-year old daughter who plan to sail our 36-ft sloop to California next year.

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We promise to reply to anyone kind enough to write us at Box 116, Rawene, Northland, New Zealand.

Phil and Lisa Skipworth
New Zealand

Readers — As a general rule, Kiwis are terrific people. We're certain anyone willing to help the Skipworths will be richly rewarded in friendship.

□LET'S HEAR IT FOR THE JUDGE

The Commodore's Committee of the Isle of St. Brendan YC applauds the recent decision of Judge Carmen Beauchamp Ciparick of the New York State Supreme Court requiring the San Diego and Mercury Bay yacht clubs to race widely differing boat designs in the America's Cup series at San Diego on September 19. (Editor's note: by agreement of both parties, the Cup has been moved up to September 7.)

We think it is entirely appropriate that Judge Ciparick's decision upholds the hallowed principles of Poor Sportsmanship that have guided the San Diego YC from the beginning of this challenge — to wit, that the purpose of the America's Cup series is not to conduct a fiercely competitive

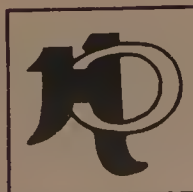
*"Out the Gate,
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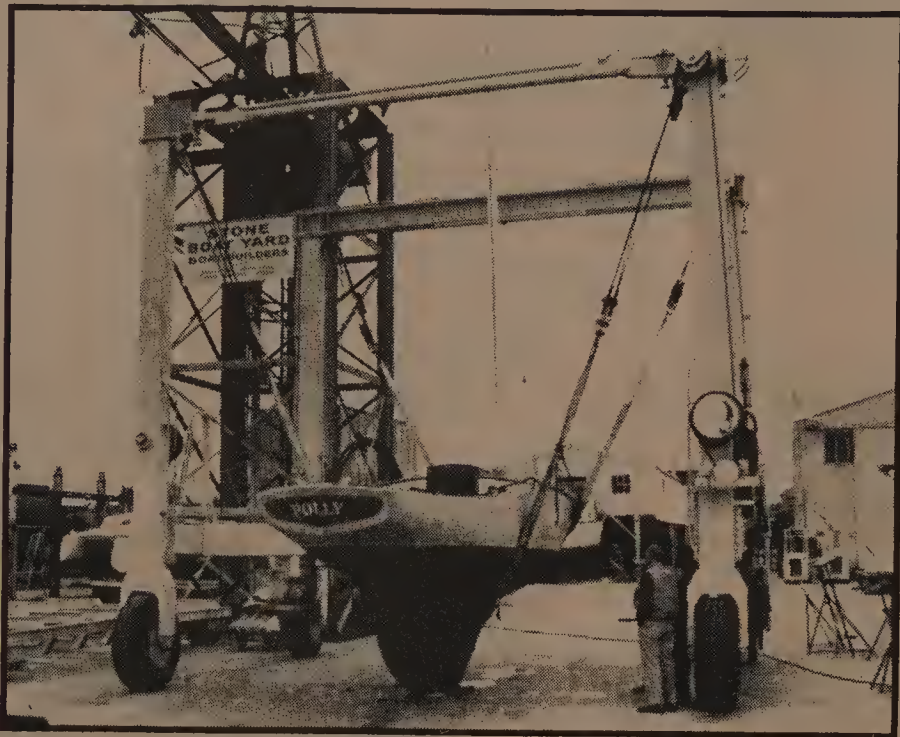


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What was wanted from Mr. Alden was a racing sailboat to truly match the heavy weather and water, the fierce currents and winds, of the Bay — boats that would be simple and tough and fast, and that, most importantly, would encourage strong and close competition among the Bay's yacht clubs.

Mr. Alden was successful. Those who sailed

Bird boats against each other over the years were those who built the sport of yacht racing on San Francisco Bay. No other one design class of yachts anywhere else in the world has been actively racing for as long as our Bird fleet on the Bay.

Of course, things aren't what they used to be. Although nineteen of the twenty-three Birds are still accounted for, some are in poor condition and deteriorating. Only six or eight will appear for a race, and the future of this sixty-five year old class is not bright.

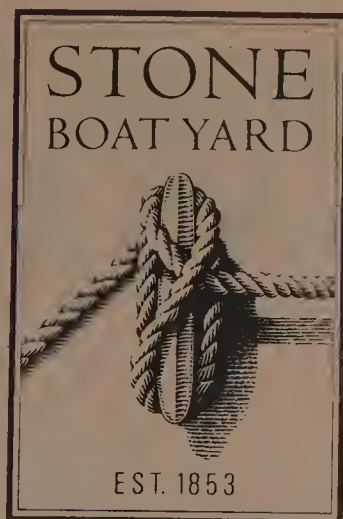
Few think the Bird class can be resurrected. The lovely and tough little wooden racing boats are truly of another era. But a few people think that era should be remembered, and remembered well.

So we come to *Polly*, the class of the class of the class. Lester Stone built only four of the twenty-three Bird boats, but they are considered to be the four best — and *Polly* was the best of the four. She was one of the only Birds to have full length planking; she had no joined planks or buttblocks.

Today, *Polly* is a wreck — but Mr. Robert Keefe is leading an effort to restore her. He has already scheduled *Polly*'s re-christening ceremony for May 29, 1989 — so that *Polly*, youthful again in her 60th year, can sail the Master Mariners Regatta that day, and we hope to then present *Polly* to a suitable public facility so that the boat and her history will be on view to all.

What does all this have to do with Stone Boat Yard? Well, *Polly* was built by Lester Stone at Stone Boat Yard in 1929. This week, *Polly* returns to Stone Boat Yard, where her restoration will take place. You can imagine how proud we are to welcome her back.

And then you might want to come see *Polly* during her time at Stone Boat Yard. She's going to be the honored guest here for awhile.



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LETTERS

race between evenly matched vessels, but to Win At Any Cost. We point out that these same lofty principles of Poor Sportsmanship have been a prominent feature of every race conducted by the ISBYC since its establishment in the 8th Century by our revered founder, the Irish mariner monk, St. Brendan. The world knows well our hallowed motto: "Obnoxious in Victory, Bitter in Defeat."

Judge Ciparick's decision clears the way for the ISBYC to officially announce its challenge to the winner of the San Diego series to race again for the America's Cup next February in Reykjavik, Iceland. Our challenge will be officially known as the "Soak America" campaign, and we wish now to cheerfully open our cash box to all contributors. Save for a previously-mentioned \$3 million donation by a high-ranking Panamanian military officer, our coffers are completely empty.

The Reykjavik challenge will be conducted, as always, according to the Nicaraguan Offshore Rules which stipulate that both competing vessels must be *clearly visible* to race officials at the starting and finishing lines, and must conduct the race "under their own power". In compliance with these regulations, we intend to enter a 372-ft submarine-yacht which is now on the drawing boards of the well-known Irish marine architect, Nothin T. Chance. In accordance with America's Cup tradition, we do not intend to reveal the design of our entry either before or after the race, nor to discuss details of our revolutionary propulsion system, except to say that it relies on power derived from the natural fermentation of beans.

Undoubtably there will be legal challenges to the Soak America campaign. After all, court battles are becoming an ever more important part of the America's Cup race — and that is exactly as it should be. We look forward to the day, not so far in the future, when it will no longer be necessary to actually enter a yacht, and the entire contest will be decided in court. In anticipation of this, we have established a special Judges' Fund that will be administered by our legal team drawn from the best talent of the Teamsters' Union and the Wedtech Corporation.

This completes our plans. We look forward to the Reykjavik Series with great anticipation. May the best consortium of lawyers win!

The Governing Body of the ISBYC:

Commodores Hammond, Crispino, Herron, Allen, Hirshfeld,
Love-dar and Robinson

□ WHEN GOVERNMENTS USE ZERO INTELLIGENCE

Personal inconvenience and financial loss are not the relevant features of the seizure of my boat and home [Editor's note: See 'Welcome Home', August, page 100]. Neither again is the shock, anger and disgust felt at the unfolding of events upon our return to United States waters. What is important is the lack of concern shown by our government and citizenry for basic human rights.

I have lived aboard for several decades, in Europe, Asia and South America. Up until my return to the United States, my house and privacy have never been invaded. None of my property has so much as been threatened, let alone seized. Here in the States, private business, its conscience appeased with greenbacks, is contracted by our government to profit from such seizures!

The Fourth Amendment to our Constitution is quite clear: "The right of the people to be secure in their persons, houses,

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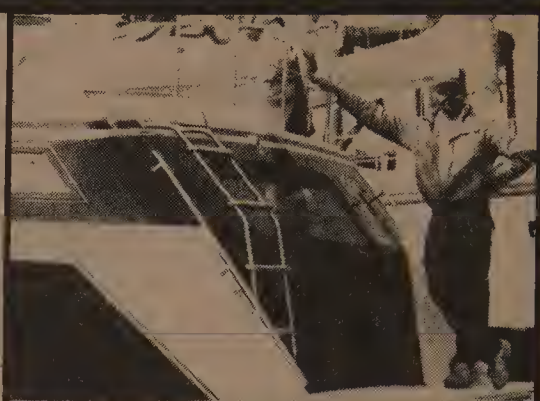
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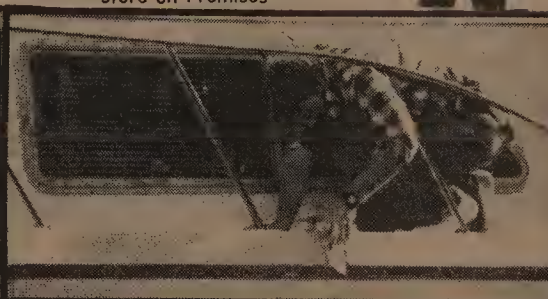
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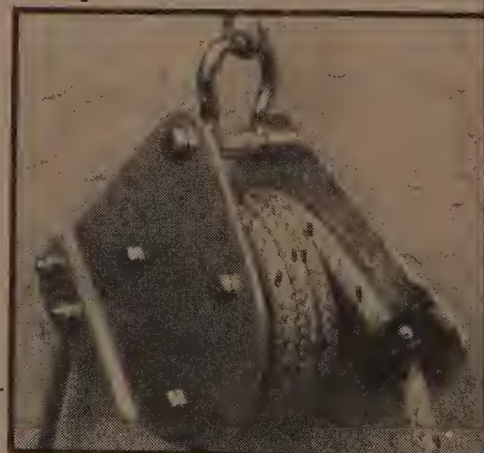
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LETTERS

papers and effects, against unreasonable searches and seizures, shall not be violated . . ."

Is your house safe?

I should add that no charge was made against me; the word 'drug' was not mentioned, only a "tubular shell pipe containing residue". For this I was asked, in small print, to sign away all claim to the "above" named items: 1. sailing vessel; 2. her documentation papers; and 3. the passports of my family.

We do have our home back, but should this piecemeal abrogation of our rights as citizens be allowed to continue and grow? Is this the "land of the free, home of the brave?" I hope so. Frequently.

I want to thank Rob Moore for his article last month.

Peter F. Jackson
Nyapa, Washington, D.C.

Readers — As we reported last month, the Jackson family's Hans Christian 38 was seized by United States Customs for nearly three days, then returned without any charges being filed. During the time the boat was seized, Jackson, his wife, and three sons were forced to take their belongings and stay in a motel they had to pay for. Before Jackson was allowed to take possession of his boat again, he was forced to pay a boatyard \$640 for towing and storage.

It's the unfortunate kind of thing that happens when governments use Zero Intelligence.

□MODERN IMMATURITY

Some males will be boys regardless of age.

The males on page 112 of the August issue who felt the need to don and play with plastic female breasts are either extremely immature, insecure, threatened, hostile toward woman, gold-plated fools or all of the above.

I don't have any higher opinion of the editors who printed a picture that's in such poor taste.

Perhaps you'll all grow up someday.

Marv Harmon
Wonder
In transit from Seattle

Marv — You left out horny.

We'll try and break the news to you gently, but two of the five 'men' in that photograph — including the one wearing the plastic breasts with light-up nipples — are women. It would be ridiculous to suggest that they are hostile to women, gold-plated fools, insecure or threatened. As for being immature, we'd have to say they're pleasantly that way rather than extremely.

It was a long, hard race to Catalina, and why you think people shouldn't have a lot of laughs during and afterward — everyone in the photograph was on the same boat — is beyond us. Laughing together is good for morale and doesn't have to be denigrating.

And frankly, such antics are tame compared to what goes on in the rest of the world. Sailors still talk of a boat down in the Caribbean, for instance, by the name of Taboma! Her crew on that boat liked to play a game that's now known as 'Rodeo'. The object was to walk up to some woman in a bar, bite her on the butt, and see how long you could hang on with just your teeth before she punched you off. Everytime the crew heard a loud female shriek in the bar they'd immediately know what happened and would begin to chant Taboma! Taboma!

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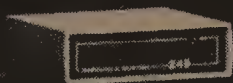
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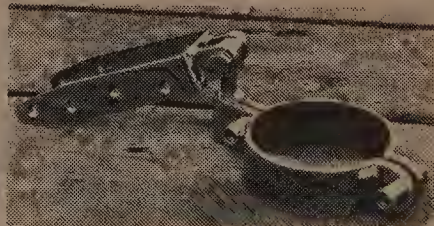
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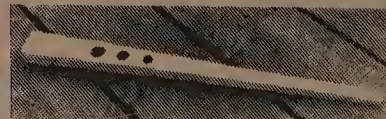
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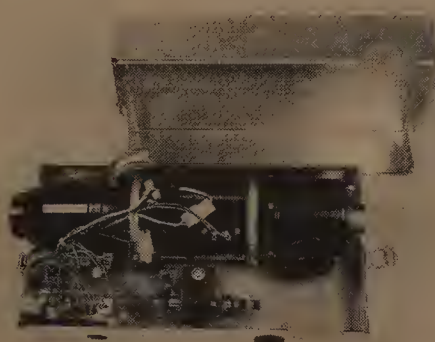
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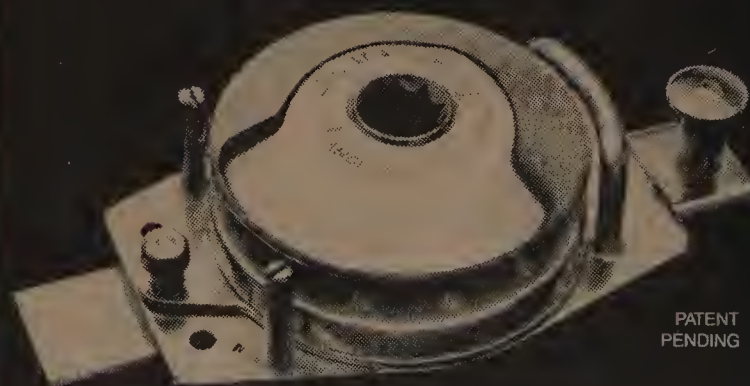
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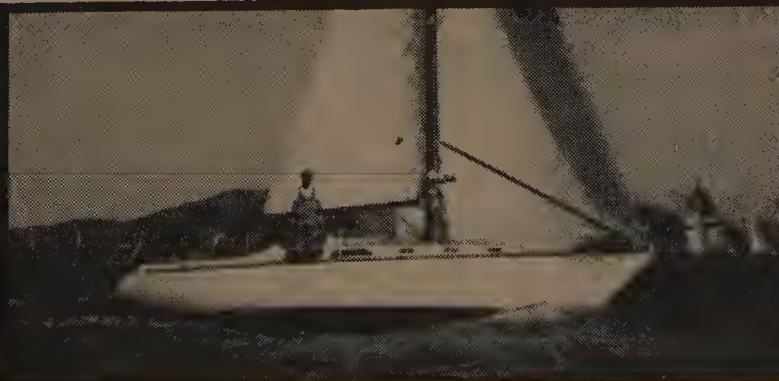
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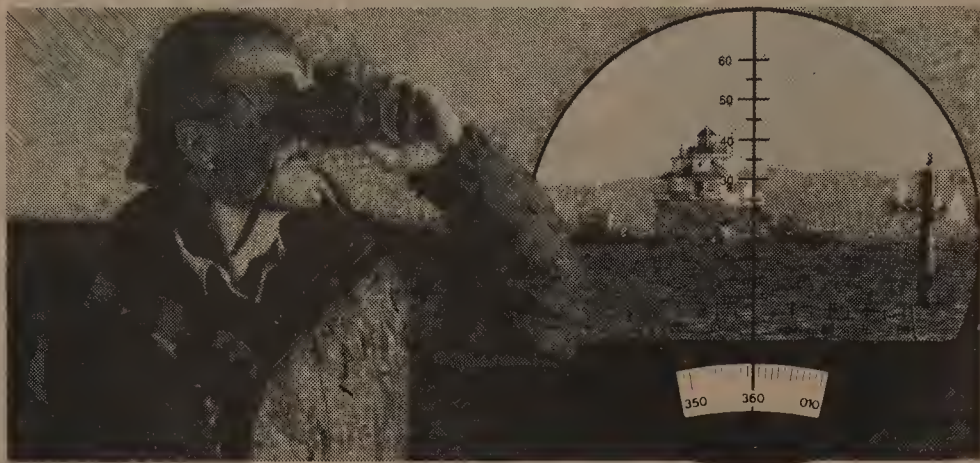
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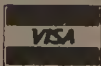
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LETTERS

Taboma! While such behavior clearly goes beyond community standards of good fun in the United States, it's borderline in nautical dives of the Caribbean.

Intrigued, one of the women in our office asked us to bite her on the butt so she could evaluate the suitability of 'Rodeo'. Always wanting to be helpful, we complied. She decided she didn't much care for it, proclaiming, "Anybody tries that on me at the Big Boat Series and I'm going to start a new women's game called 'Hot Dog'."

P.S. — As some of you might have guessed, Taboma! stands for "take a bite of my ass."

□ A MEMORABLE CHARTER

As avid sailors, boat owners, and charterers, we are compelled to write you about a most wonderful two week charter we enjoyed recently with the Bimini organization out of St. Vincent in the eastern Caribbean. We became aware of the company through their obnoxious, red ads in *Sail* magazine. The commercial and gaudy nature of the ads did not, fortunately, square with our charter experience.

Upon our arrival in St. Vincent we were met by Mary and Martin Bernard, the local managers. Martin pleasantly told us about his family's history, which has been entangled with that of St. Vincent and Bequia for generations. (Mary was born in Czechoslovakia).

Our attraction to Bimini's St. Vincent location was predicated on wanting to sail the Grenadines and to be on a 'quality' boat. We chartered a Jeanneau 45, which to our amazement was better equipped for sailing and fun than we ever dreamed. Based on our past experiences, the promises companies make to charterers in the prospectus typically fall short of reality. This was not the case with our Bimini boat.

During our two weeks of sailing, we went up to St. Lucia where we anchored at the Pitons and Marigot Bay before heading back down to St. Georges, Grenada, with stops at Mustique, Cannouan and the Tabago Cays. On the way back to St. Vincent, we anchored off Carriacou, Union, Mayreau and Bequia. All were most wonderful places, which varied greatly in character, climate, and people.

The real reason for this letter is not to extol the beauty and fantastic sailing of the area, but to give the Bimini organization in St. Vincent the credit it deserves. Today's modern yachts are often too mechanically prone to failures — which is certainly the case with the Jeanneaus and all the gear they carry. Most charter companies simply give up and provide a stripped down version where nothing works or where the gear has been removed. However, we found that with Bernard's operation — and particularly with the maintenance crew headed by Winston Crozier — was not only knowledgeable, but really cared. They managed to get things repaired in an environment where even the most basic parts and materials are not available. Winston fixed our boat problems with expedience and charm.

As the number of unhappy charterers seems to increase, it is good to know that there are places where such experiences remain pleasantly memorable.

Tomek & C.C. Ulatowski
Berkeley

Tomek & C.C. - Thanks for your letter; it's always pleasant to be able to recommend fine outfits.

For those unfamiliar with the part of the Caribbean described, one of its main charms is how startlingly close together the

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islands are. Not only can you always see your next island destination, most times you're confident you could swim to it. To be specific, the total distance between the islands of Canouan, Mayreau, the Tobago Cays, Union Island, Palm Island, Petit St. Vincent, Petit Martinique and Carriacou is just under 10 miles.

□ MY MISTAKES

Here are some of the lessons I learned after signing on a 70-ft motorsailer for a trip across the Pacific:

1. Don't give cash to cover expenses; a personal check is a better receipt.
2. Don't leave on a voyage until the ship's articles have been drawn up, signed, and all other legal necessities have been taken care of.
3. If the boat is overdue on inspection, it's a virtual guarantee that some systems will break down under stress.
4. If the captain seems to have a deficient personality (intimidating, paranoid, running from creditors, hiding weapons onboard), chances are he will fail under pressure.
5. Make sure there are twice as many crew as necessary if the crew is green — half will be seasick.
6. Declare all your possessions at Customs and take no contraband.
7. Make sure the main bilge pump works easily and reliably; test it over and over.

I just have to relay my experiences after signing on "for a family motorsailer cruise to the South Pacific" that would more appropriately be called *"The Adventures of Captain Puke and Nurse Upchuck"*. Our departure date was June 1, 15 days behind schedule and with a crew of four adults and one 7-month old. The captain was pressured into leaving although he was obviously scared and waffling.

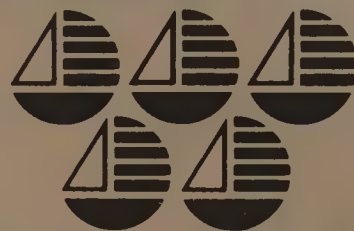
All boat systems were fine upon leaving San Francisco, but by 9:00 pm. that night the crew had pretty much given out. I vomited the ham sandwich lunch and everyone except 23-year old Ken was worse off than me. So Ken and I ran the ship all night and most of the next day, making up for the nauseated captain and his constantly upchucking wife — who never did do a watch from days two to six. She did, however, care for the baby.

The bilge began overflowing with seawater from improperly tightened 'portlights' ("You better not tighten those portlights with any tool or . . .") to the point the drive engines were being splashed with bilgewater. The main bilge pump would not pump and the motor fried. It took the captain ten hours to even deal with the problem. Finally, I ran three submersible pumps with hoses out the stern. By the time the [unreadable] was dogged, the bilge was nearly empty.

Meanwhile, one generator stopped running because of a problem drawing the fuel. But that wasn't all. The extra bilge cargo shifted around so much in the forward compartment that half the water supply had poured out of burst water pipes. By then I figured it was time to turn back. In fact, I would not hear of continuing since the other young fellow and I were doing all the work and did not want to go 10 to 20 days more without shower water, etc.

We made it back, but only after the steering wheel literally fell off, which was after two major and five minor breakdowns of the autopilot. If you ever sign on a powerboat, I also suggest you invest about \$500 in ear plugs unless you are a very heavy

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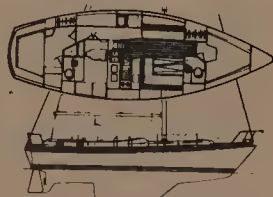
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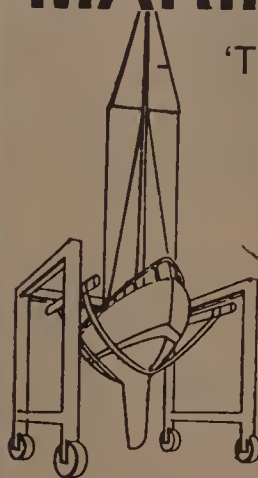


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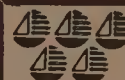
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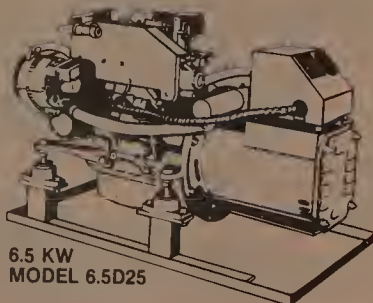


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LETTERS

sleepers.

Anyway, after an intense hassle, tremendous hostility and willpower, I got my money back from Capt. Puke. So did Ken. But it wasn't easy. When we turned around, the captain promised to return our money; but, as we neared the Bay again he began waffling. Forced to [unintelligible] the final four categories of duties, Ken and I busted ass for 22 of 24 hours and regained our money and freedom.

The captain was incredibly pissed that his father-in-law (the object of repeated derogatory stares and comments) was "turning traitor" by helping me to unload and store my possessions.

I stayed in a hotel for seven days, bought two vehicles, one of them running and one to be towed, and returned home to western Massachusetts. I learned my lesson: you can overlook paranoia and brutal character traits, but if the captain's guts are also weak you'll only make it as a slave.

I forgot to mention that when we were just 400 miles out, the captain broadcast a Mayday to try and get our 100 ton vessel a 1,700-mile tow to Hawaii.

Nor did I mention our saving the Avon. Since Captain Puke neglected to check his inflatable and expensive outboard suspended from the stern, he never noticed a rubber handle had broken and lines were fraying and snapping apart. Young Ken was out there with my help and encouragement retying the inflatable for a temporary fix. Days later, when we finally got a calm sea and sun to go up top and spread out our wet possessions and relax a little bit, Capt. Puke came up and made a comment to the effect that he begrudged us the little bit of leisure — even though we were off watch!

Yeah, I was very angry and terrified. I came close to breaking into the hidden gun compartment and blowing the captain away before we all paid a visit to Davey Jones Locker.

Some memorable quotes from the voyage:

"I'm not tough like you; I can't handle it in tough situations."

"I haven't changed my clothes in four days."

"Diesel fumes have made me sick ever since I was a little kid."

"If you don't stop hassling me about getting your money back, I'll get violent."

"My wife (Nurse Upchuck) is one of those people who will never get over being seasick."

"Don't f--kin' tighten those portlights with anything but your hands or I'll . . ."

"Oh, I still want to keep going to Hawaii." (Nurse Upchuck after being sick for 3.5 days and letting the galley and lounge turn into garbage).

J.E.

East Barre, Vermont

J.E. — We hope your experience hasn't soured you permanently to the cruising life. If your allegations are accurate, we'd have to say that "Capt. Puke" and his boat are possibly the exceptions of the decade to the rule.

As for our readers, the most important lesson to learn from this account is that boats and captains need to be checked out as thoroughly as possible before heading across oceans. A weekend sail down to Santa Cruz or up to Drakes Bay in a stiff breeze will uncover all kinds of mysteries about the captain and vessel.

And just for the record, anyone leaving San Francisco for Hawaii must realize that, with few exceptions, they probably will be cold, wet, seasick and miserable for the first few days,

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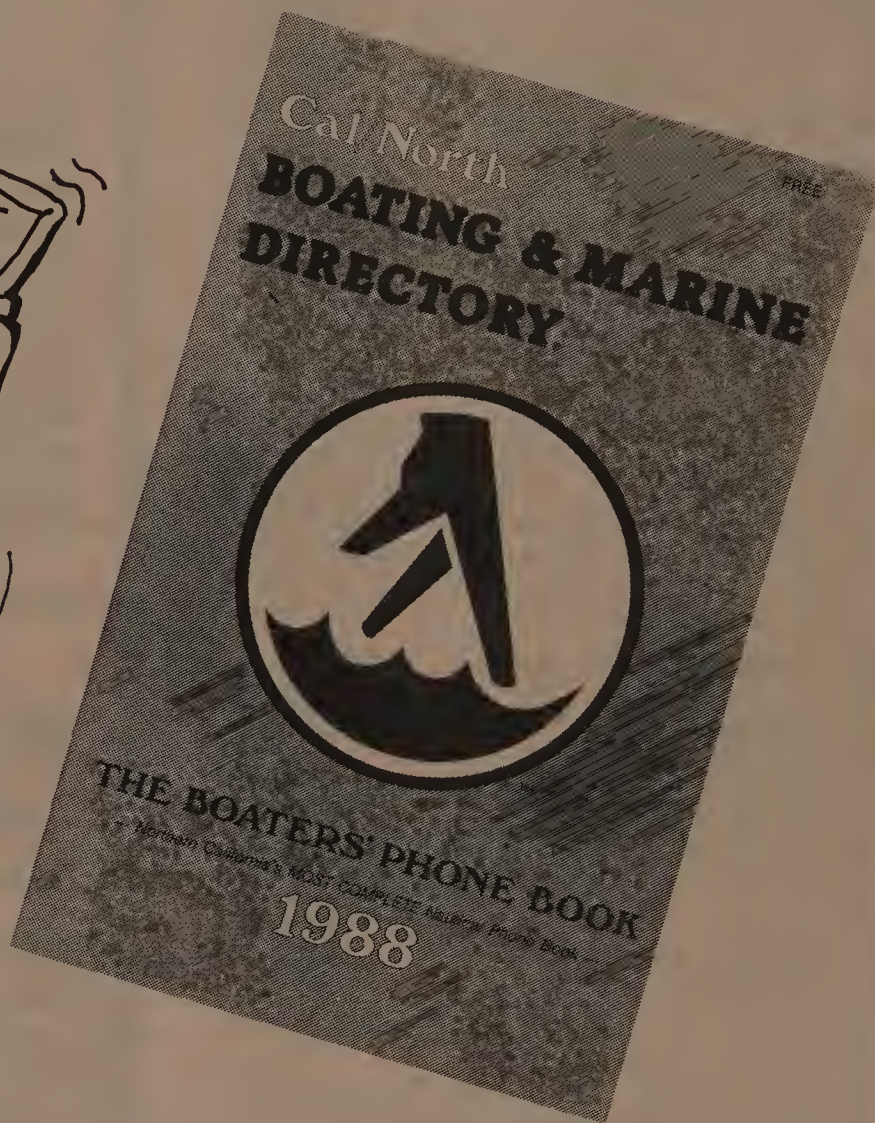
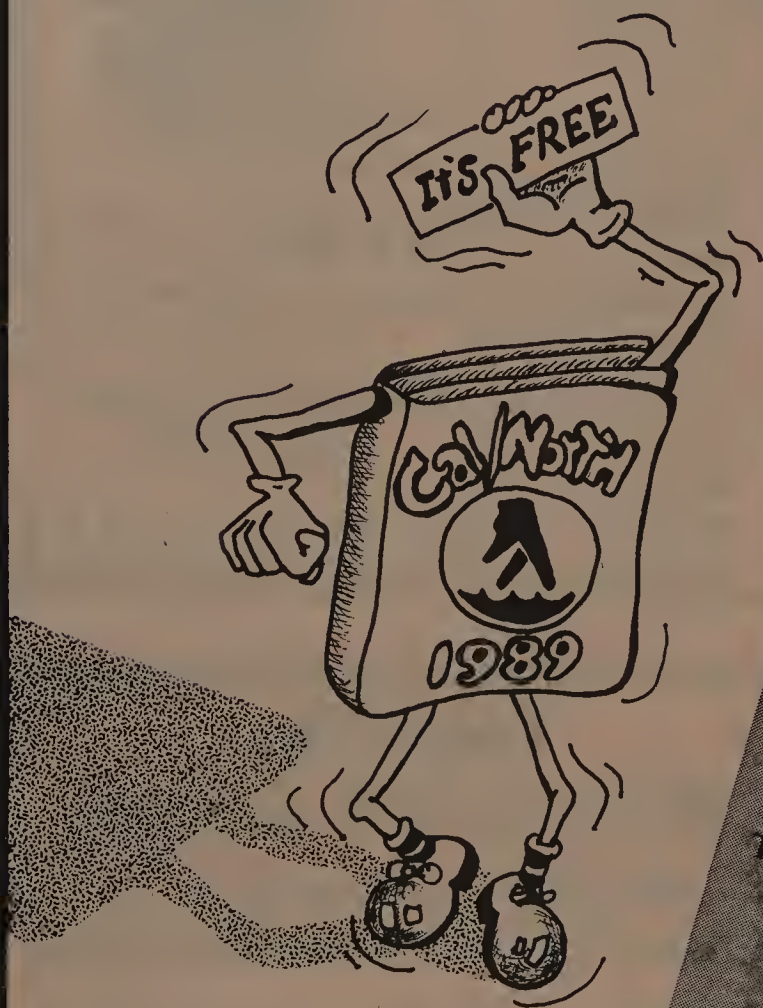
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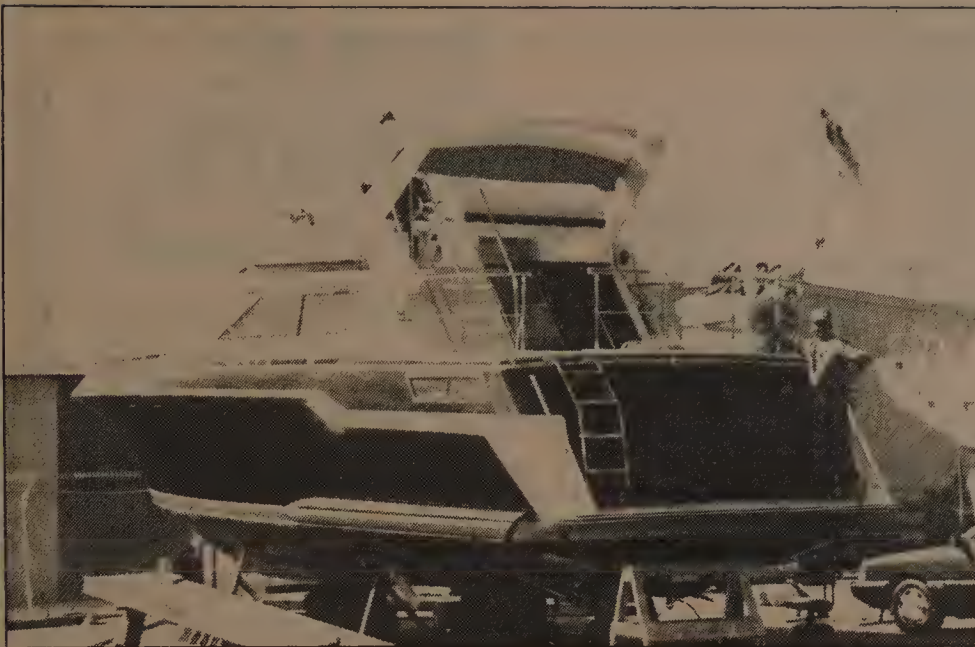


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LETTERS

and that the boat will have some bugs to be worked out. That's just the way it is. If you expect it, you won't be as terrified as you otherwise might be.

□ MEMBER OR NOT, WIN OR LOSE, HAVE FUN

I am just a working dog, a winch grinder on a yacht that sails the Wednesday night races off Monterey. The races are sponsored by the Monterey Peninsula YC and are open to all, members and non-members alike.

Being a dog, I can't join the club. And since my master and skipper — as well as the rest of the crew — have opted not to join either, we sail one of the few independent boats.

Sometimes we do quite well, especially upwind, much to the chagrin of the occasional member who seems to forget the spirit of fun and sportsmanship that Wednesday nights are supposed to encourage. The poor loser syndrome demonstrated by a very small minority could easily taint the reputation of the group as a whole.

My skipper and crew want to thank the Monterey Peninsula YC for sponsoring the Wednesday night races. Whether we are members or not, we all have a good time; except, of course, the sore losers.

I am currently working on my foredeck certification so we can improve our downwind speed. Having only one paw for the boat and three for myself, I find it difficult. Being a dog, however, I have absolutely no say in the matter — other than to bark at the sea lions as we round the buoys.

Omar 'The Boat Dog'
Monterey Marina

□ TWO FINE EXPERIENCES

Two experiences in July prompt this letter. The first, the Catalina Race staged by the Metropolitan Yacht Club of Oakland, was every bit as exciting as your feature implied. As a first time participant, I heartily recommend it as an experience that won't soon be forgotten. The organization and execution were first class. (The trophies were even engraved with names at the trophy ceremony!) Margaret Fago and her cohorts did themselves proud.

Our second adventure was a bareboat charter in Tahiti (the Leeward Islands of French Polynesia, to be precise). While you have published a fair amount of comment on Caribbean chartering, we thought there might be some interest in our experience. It's a long way to Tahiti; eight hours non-stop on UTA from San Francisco. Then another 45 minute hop before you get to The Moorings base at Raiatea. Depending on when you arrive, a night (or two) will be well spent in Papeete (on Tahiti) or on Raiatea.

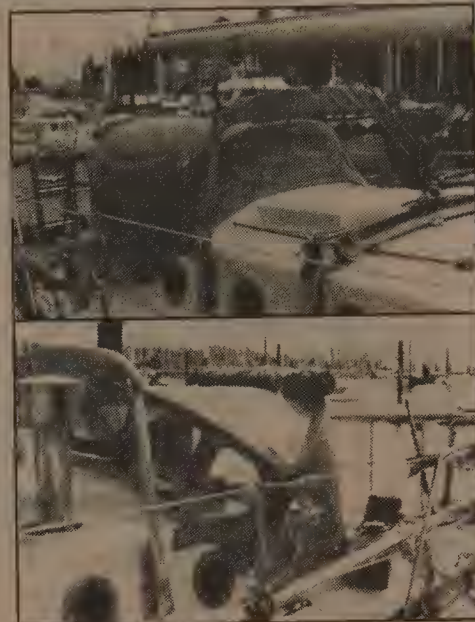
All the praises heaped on The Moorings for their Caribbean operations apply in spades for Tahiti, and their excellence is the more remarkable for their lack of competition. They are systematically replacing the old, slow boats they took over from South Pacific Yacht Charters with their own Moorings 43's, 432's and 51's, which are built by Beneteau. While not rocketships, these boats are decent sailing vessels and are well set up for chartering. We had a 51, which suited our four adults and three children just fine. The boat was immaculate when we arrived and one could easily see the care with which it was maintained.

The sailing was benign. All the islands are surrounded by reefs, and the passes and shoals are well-marked. Anchoring is

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Roy and Tee Jennings'
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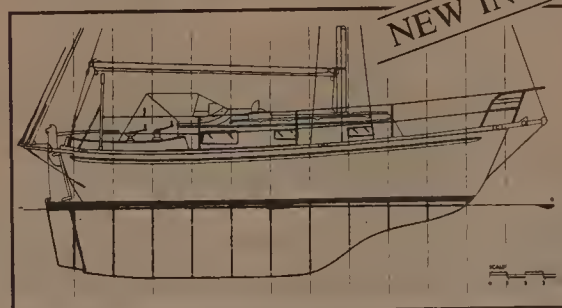
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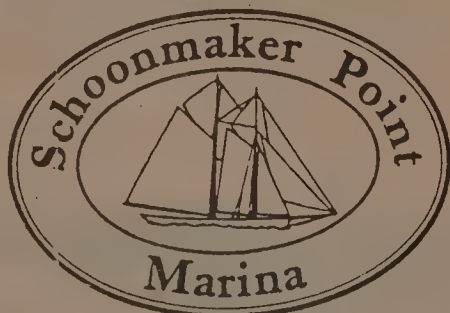
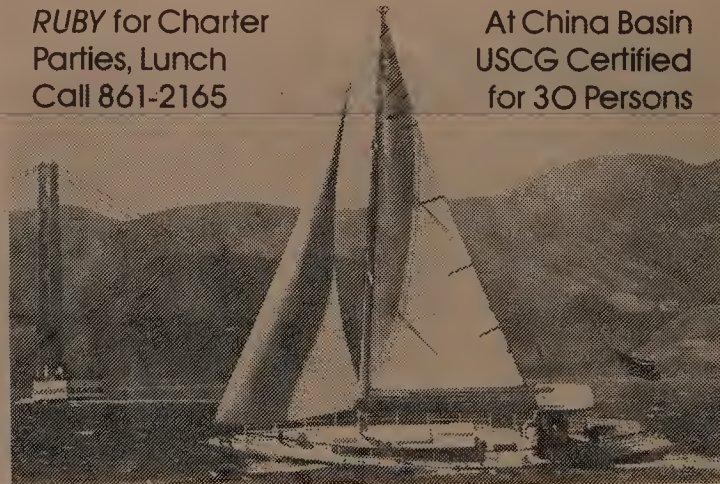
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LETTERS

in deep water (60 to 90 feet), but the holding is good. We confirmed this by holding in 75 feet on a lee shore for 12 hours during an unexpected storm. Aside from that, the weather was great, with 10 to 20 knot trades the norm. The longest sail between islands was about five hours.

The islands (Raiatea, Tehaa, Huahine and Bora Bora) are wonderful, as are the people. Both are, so far, unspoiled by rampant development. On Bora Bora we were reminded once more of the reach of *Latitude 38*. We were having a drink at the Bora Bora YC (which also has a fine restaurant) when the Cohans (of the Southern Cross 35, Synergy and Los Altos) spotted the July issue we'd brought along to pass on to a cruiser who might appreciate it. They gladly took it after a pleasant discussion of their cruise, which began in December and has another 18 months to run.

As you can tell, we had a great time and recommend The Moorings highly. Two hints, though. First, the price of goods is horrific (e.g. \$29/case for Coke). Second, don't let anyone talk you into Hinano, the local brew, which at \$38/case costs the same as Heineken. Tahitian pride in Hinano is seriously misplaced.

Randy and Patsy Paul
Los Gatos

Randy & Patsy — Thanks for taking the time to let our readers know about another fine advertiser. We've inspected The Moorings operations in the Caribbean and Mexico and think they're a tremendous credit to the industry.

By the way, we also want to thank you for delivering the *Latitude* for us. We appreciate it as much as the recipients do.

☐ JUST HAPPENED TO HAVE A SPARE

Unlike San Francisco Bay and the Delta, which have new marinas opening up at its many natural and man-made sites, Monterey Bay has reached the saturation point. There are up to 15 year waiting lists at the Monterey and Santa Cruz marinas, a two-year wait at Moss Landing which is mostly for fishermen, a moratorium on privately owned moorings in Monterey Harbor, and only seasonal anchorages at Monterey, Capitola and Santa Cruz. One just about has to be wealthy enough to "buy in" to find a permanent home for one's boat in Monterey Bay — or else be creative or lucky.

The latter was the case with Christina Cummings, who, having been transferred from Norfolk, Virginia to the Naval Postgraduate School at Monterey, had her home, *Mithril*, a beautiful Cape Dory 33 sloop, shipped by truck across country to our new Breakwater Cove Boatyard. Christina did this despite being told in response to every inquiry that there was no place for her to keep the boat. She simply would not be deterred by fear of the unknown.

Upon her arrival in Monterey, she began walking the marina docks asking where and how soon she could find a place to keep her boat. It's a question I must have heard 100 times, and the answer always varies depending on the circumstances: overnight; easy, 2.5 years; no way!

Or was there a way for Christina? My sailing partner, Dave Hardy, and I own two legal, registered moorings in Monterey Harbor, one of which we keep in reserve for emergencies. As far as we were concerned, the appearance of Christina, her boat *Mithril*, and Fred (the boat cat) constituted an emergency. After a two-minute top-level meeting at the boatyard, Christina

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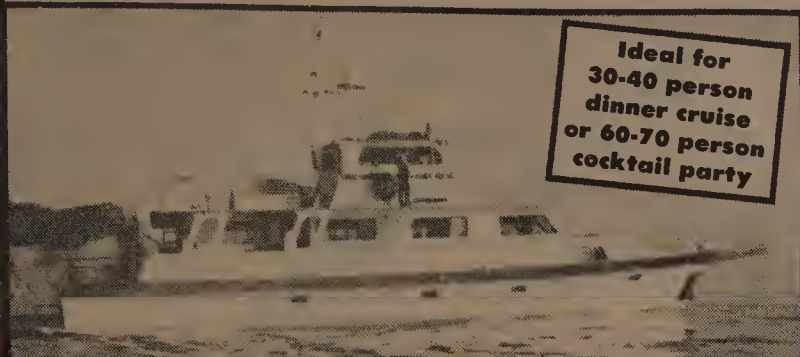
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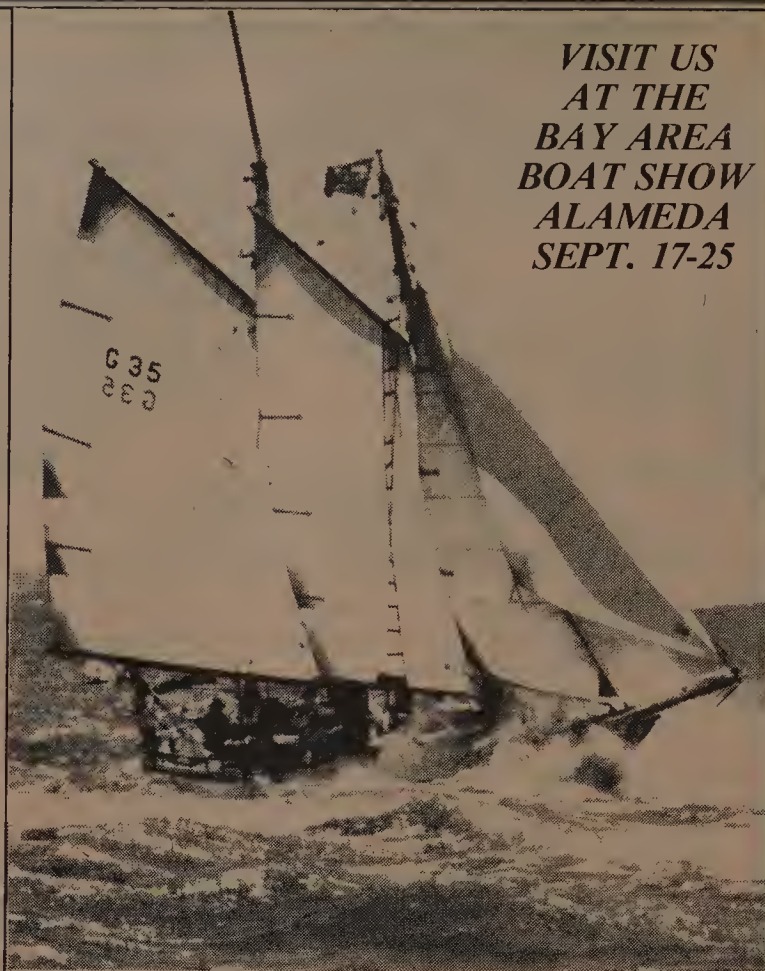


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LETTERS

and friends had a free home.

Then the work began. The Breakwater Cove crew swung into action. Brent tackled the road tar on the gelcoat; Tony produced supplies from the chandlery that normally would have had to be ordered; Chris repaired a delaminated patch of deck; Jim made a timely repair on the hoist at launch time; Christina and I painted the bottom; and, by dusk on July 2, *Mithril* got her first taste of the Pacific Ocean.

Barbara, Jim's wife, and the Breakwater Cove crew threw a grand salmon BBQ on the 4th while we watched the first Monterey Harbor fireworks in 12 years. In the January issue I made the claim that we in Monterey are blessed with the most friendly, efficient yard on the central coast. That still holds true. Just ask Joseph Greenblat of *Michegaas*, whose rudder broke off 55 miles off the coast during the Catalina Race, and who was towed in by the Coast Guard.

Although we have very limited space in Monterey on a permanent basis, we welcome sailors from all the world to share our hospitality. This includes, of course, *Mithril* and her lovely owner, Christina.

Judd H. Redfield III
Peregrinus
Carmel-by-the-Sea

Judd — It's wonderful that you helped Christina out of a jam, and we've got nothing but admiration for her pluck. Nonetheless, we can't help but wonder if the consideration given the "lovely" young lady would have been shown to a grey-bearded old geezer. Similarly, we can't help but wonder how many other people in Monterey Bay are denying others berths or moorings in order that they might keep a second berth or mooring for "emergencies".

We're not trying to slam you, Judd, but frankly the whole thing doesn't seem too cool to us.

□ RATS

Here it is, renewal time again! Time sure flies fast when you're having fun. Enclosed is my money for another year of the best sailing rag on the market.

Speaking of great sailing rags, what happened to *Latitude 34*? I can't find a copy anywhere. My local chandlery, Dunne's Marine and Hardware in Ventura, said that 34 wasn't being distributed anymore and that *Latitude 38* would now be a dollar a copy. Is there any truth to this? If so, rats, because I was just getting used to having the local news and color from down here. Now I have to read all these other half-assed wastes of trees and wanna-be *Latitude* look-alikes. Don't misunderstand me, not all of them are really that bad, it's just that they aren't *Latitude*. They just don't have the same flavor and way of thinking you guys do.

What's a Southern California sailor to do? But whatever you do, don't stop doing *Latitude 38*.

Chris Smith
Shadow Dancer
Ventura

Chris — The folks at Dunne's Marine have got it exactly right; we've stopped doing Latitude 34 and are charging a \$1 for each copy of Latitude 38 sold outside of Northern California.

The reasons for both moves are simple. After more than a year of driving and sailing up and down the coast of Southern California, we decided there were more important things in our

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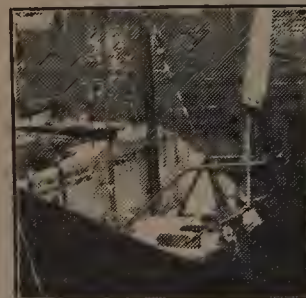
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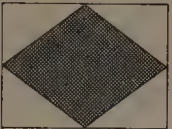
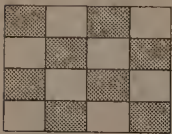
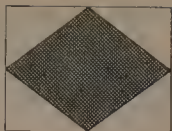
The BOC was Mark's 2nd circumnavigation via the Southern Ocean. Both voyages his MONITOR steered 90% of the time, always in heavy weather. During his 61,000 miles he has suffered not one single MONITOR breakdown!



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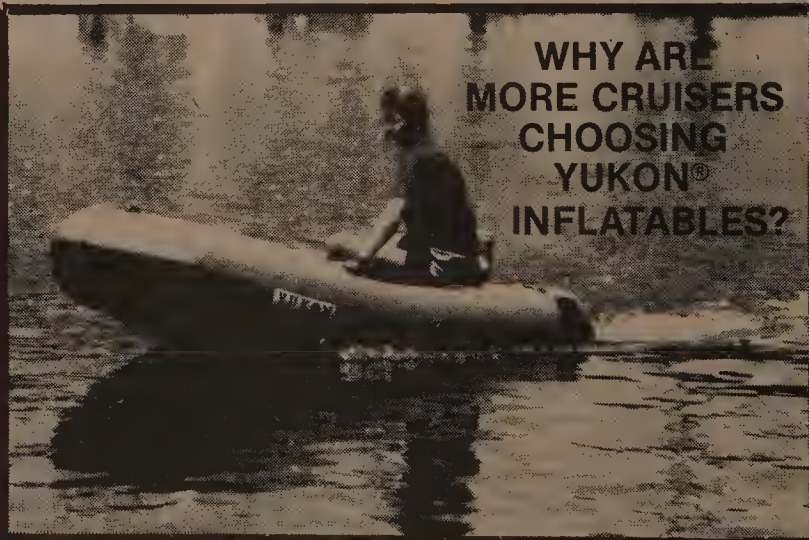
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LETTERS

lives than publishing a second magazine. Spending additional time with our children and sailing different parts of the world are two big ones.

As for charging for the magazine outside of Northern California, the reasoning is that Northern California advertisers shouldn't have to subsidize the reading pleasure of folks they're not likely to get business from. Basically everybody has to pay their own way; Northern Californians do it by patronizing our advertisers; Southern Californians have to do by paying the cover price.

We're not going to ignore Southern California sailing, however, so you can expect to see Southland cruises, races and personalities featured in the pages of Latitude 38.

□AN EXCELLENT INSTRUCTOR, COOK AND HOST

I recently went on a skippered trip with one of your perennial advertisers, Mike Pyzel of Pyzel Navigation and Cruising School.

The outward leg of our three-day trip took us from Santa Barbara to Santa Cruz Island in 25 knot winds and three to six foot swells. Although Mike's boat, *Caballo Blanco*, is a 20-year old modified Cal 28, she gave us a fairly comfortable and easy ride across to the islands. During the trip we had a complete range of conditions, from no wind and flat water to the same 'heavy' weather and moderate sea conditions that we encountered on day one.

Although there were five of us onboard, including Mike, there was more than enough room in the cockpit and comfortable accommodations for eating and sleeping below. The boat is well-maintained, very functional in all respects, and easy to sail.

To top it off, Mike is an excellent instructor, cook and host. All aboard had a good time.

I would recommend Mike's trip to San Francisco Bay sailors who would like to have the benefit of 'local knowledge' before attempting a bareboat charter or taking their own boat to this area. Hazards in the region include fog, strong winds, oil rigs and a fair amount of shipping.

The anchorages on Santa Cruz that we visited seemed all relatively small — compared to many in the British Virgin Islands — and require a bit more anchoring skill (plus knowledge of local 'etiquette' and wind patterns) than either the British Virgins or the San Francisco Bay area.

Richard Jordan
Novato

Richard — Despite being a long time friend of Latitude's, Mike is a heck of a guy and certainly the most experienced sailor in those waters.

□THE LAST DAY

As today is my last day on the job, I'd like to thank those who have helped me prepare *Shadow* — as well as myself — for the cruise I'm about to begin:

Al of Al's Marine has always been fair and helpful to me.

Peter and Porky of Peninsula Marine Services have helped me understand my Yanmar diesel to the point where I hope to be able to keep it running.

West Marine Products of South San Francisco — and especially Gary — have always been more than fair with me. So, too, has Kate, whose opinion I value and whose recommendations have shown upon *Shadow*.

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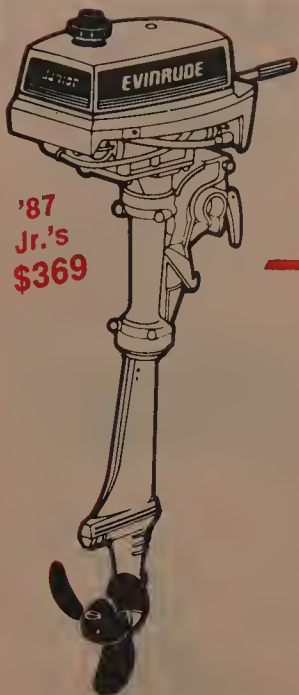
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LETTERS

Latitude 38, who started me off with a few cruising articles until I was hooked, and who then gave me enough information to keep me addicted until I sold everything, equipped my boat and now quit my job. Next month I leave for points south.

Thanks also must go to Jim & Joanie McCammon, whose stories of their five year South Pacific adventure have also kept the fires fueled.

And last, but certainly not least, Hilarie Ellington, my first mate who has also chucked her job, possessions and pet bird to join me.

Thanks to all of you who have been so helpful.

Rick Schweiger
Shadow
Sierra Point

□ WHERE TO FIND REAL GENTLEMEN WHO APPRECIATE REAL WOMEN

To the Santa Cruz lady skipper who will know who she is:

I was visiting a friend one weekend late in July, and together we took a borrowed boat to Angel Island's Hospital Cove. We tied up to two buoys next to a family on what looked like a well-kept modified Coronado 34.

Your boat [name deleted by editor], with a beautiful piece of art on the stern, came motoring in. Yes, you with the most properly exercised body I could imagine, a body that would have caused my ex-husband to make some obnoxious remark. On board with you was a yuppie-type male friend who carried about 30 extra pounds of feta cheese around a mid-section that would have challenged Pavarotti's.

Your feta-yuppie yelled at the family on the Coronado, saying that his day was ruined because they were secured to two mooring buoys. His words were "you are anchored" to two moorings (I expected him to say "a place where a craft may be made fast" . . . but he didn't). He added "and you are spoiling it for the rest of us". The family man on the Coronado looked up at butter-butt and shouted: "Tourist!"

You then proceeded to the dock where feta-belly alternated between wiping the pulpits and repeatedly trying to run his hand down the inside of the back of your bikini! My ex did a lot of the latter, too. I never thought it pleasureable, however, as it was always someone else's behind that he was touching.

Late that afternoon you tied up to two buoys and seemed to be trying hard to point out to feta-belly that you were about to do what he had bitched about: tie up between two buoys. You stayed the night, although I'll never understand why you put up with him.

The next morning feta-belly, dressed in blue shorts that crested at his nipples and ran down to his knees accompanied by a 12-pound gold necklace, dutifully urinated off the bow of your boat.

Lady, whoever you are, God bless you. If you like that type of boy you would love my husband. 'Mr. Insurance Broker' is still employed in Marin. Run an address and I'll send you his picture.

But, if as I suspect, the dolt in the \$1,000 pinstripe turned into something like you'd find way back in the refrigerator late on a Sunday morning, I know what it's like because I've been there. I wish you well.

Should you ever be in Brookings Harbor, Oregon, look me up. I'll introduce you to men who act like men; gentlemen who appreciate a real woman. Gentlemen who would hold feta-belly

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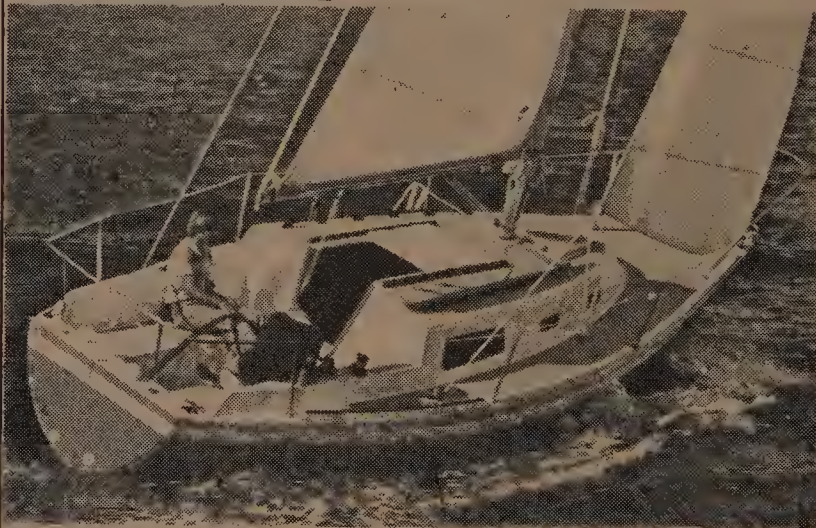
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LETTERS

for bottom fishers.

If you've never read the tear-jerking story that has the same name as your boat, do so.

Diana
Premium Paid
Brookings Harbor, Oregon

Diana — Did you hear the latest census projection? By the end of the month formerly little Brookings Harbor is expected to have a population of 10 million — 99.999% of them women!

□THE SECOND YEAR FOR THE LOST GATOS YC

Even though we are often maligned for not having on-the-water facilities (as is the case with the prestigious New York YC), the members of the Los Gatos YC went home after our meeting on August 8 with buttons popping with pride and pleasure.

We had just heard our two club-sponsored Cadets describe their adventure on the *Californian's* 11-day voyage in July. Ken Yamagushi and Amy Degnan had been carefully chosen by one of our committees last spring from the competition at Los Gatos High School. Neither Ken or Amy had had any sailing experience but both seemed eager for the 'give and take' as they joined nine other Cadets — plus regular *Californian* crew — on a trip out the Golden Gate after the spectacular fireworks.

Their voyage took them up the coast (where they had to deal with seasickness) to anchor in Drake's Bay, then down the coast to Santa Cruz. By the time the 'green' kids started for home, they had learned much about themselves, the work and responsibilities of life at sea, and most importantly, the relationships and friendships they had established.

Amy's description of her 0200 foredeck watch on a foggy night was delightful for us to hear. And learning to cope with unfamiliar terms and commands, and being a competent member of the team brought even more maturity to impressively mature 17-year old Ken!

This is the second year that the Los Gatos YC has raised the \$700 each for two Cadets to have this once-in-a-lifetime experience. We're looking forward to next year's opportunity to launch another couple of eager young adventurers out to develop a love and respect for the sea. We urge other yacht clubs to do likewise.

Peg Petersen
Los Gatos Yacht Club

□FALSE ASSURANCES

I'm writing in hopes that one of your readers might have an answer to a question that's been on my mind for the last few months — where is Val Clayton of Capt. Neill Insurance? And even more importantly, where's the \$275 I sent him for a policy?

Let me explain.

Last January I purchased a 1958 Cheoy Lee Lion. Actually, the bank and I have an 'arrangement' — they own it and I get to varnish it! Anyway, so began my search for the elusive insurance coverage for an old wooden lady. Val Clayton happened by the boatyard while *Amigo* was hauled for her survey. He seemed on the up and up. So when the purchase had been completed, I called him up for a quote. I also called around and found that Clayton's quote was lower for the same coverage. So I happily wrote out the ill-fated \$275 check for the

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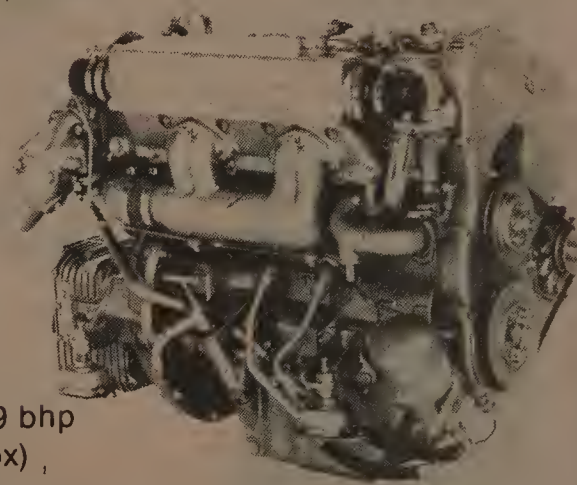
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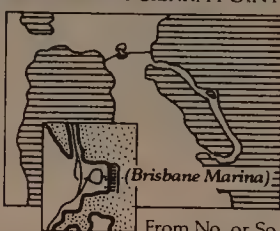
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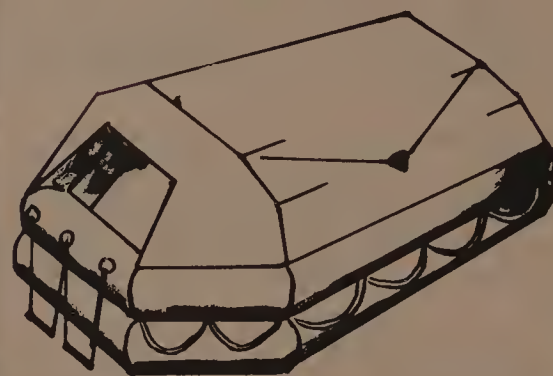
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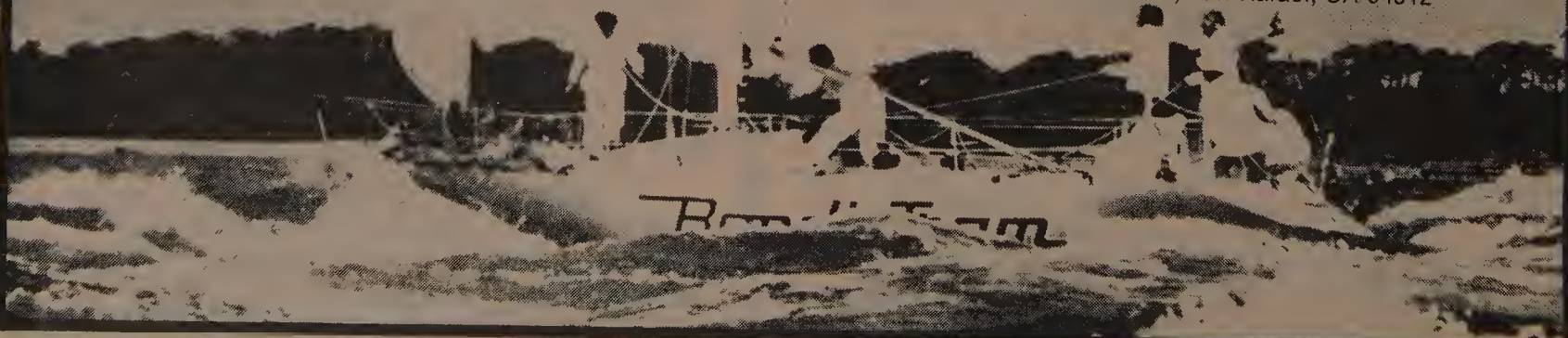
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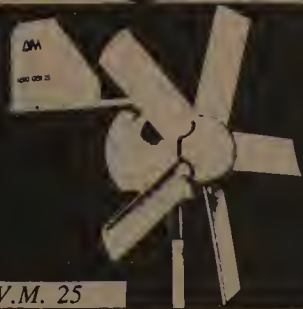
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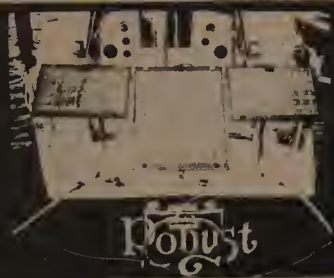
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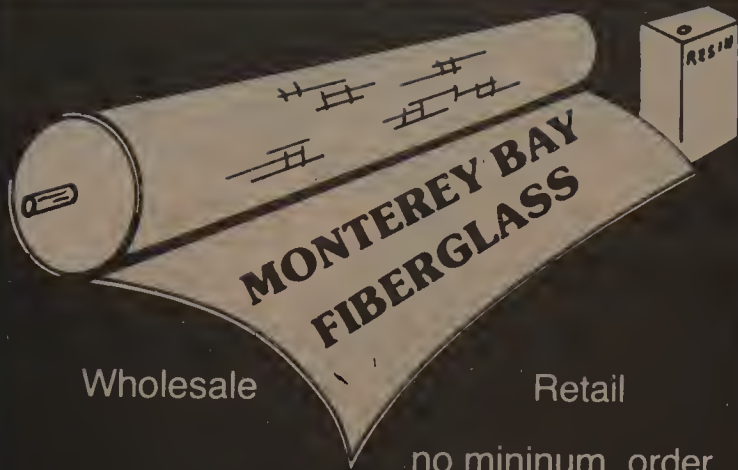
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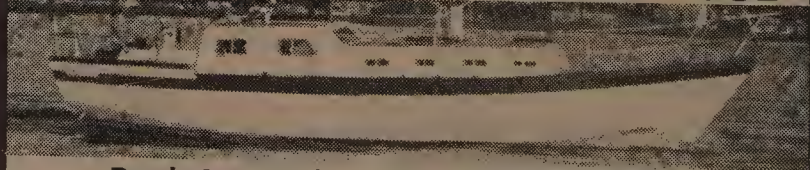
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LETTERS

deposit on the policy.

Shortly thereafter, I received a nice little note from the bank stating that if they didn't receive proof of insurance, they would take it upon themselves to purchase their own for something like \$3,000.

I immediately contacted Clayton who assured me that he would take care of it. I assumed he would.

Well, a month or so passed before I received another little note in my mailbox from the bank. Once again they were offering me the \$3,000 policy!

"There must be some mistake," I thought to myself. So I called and spoke with a woman that I'm sure had been a Versatel machine in a past life. She told me that Clayton had indeed spoken with her, assuring her that the policy was in the mail.

I am still amazed that I was surprised when I phoned Capt. Neill Insurance and found the number had been disconnected. Numerous letter to Val Clayton / Capt. Neill Insurance have gone unanswered. So I thought I'd write *Latitude 38's* Consumer Reports and see what you guys might know. It's similar to the camera problem faced by readers last year except that I didn't need water to dissolve the product.

Robert Anderson
Berkeley

Robert - Our Consumer Affairs counselor gave it her best shot, but when she dialed the Capt. Neill number, the person on the other end said Capt. Neill has been gone a long time and he doesn't know where he's gone. We don't think it was Val Clayton saying that, but we can't be sure.

You might try the California State Insurance Commissioner's Office and see if they can help you.

□ DESPERATELY SEEKING CALLER MARJORIE

On August 1, I phoned the Mike Krasne program on KGO radio. The subject was on relationships between men and women. I discussed the problems in trying to find a woman who would like to develop a lasting relationship while cruising.

A woman named Marjorie phoned in a short time later wanting to get in touch with me. Mr. Krasne was cooperative, but his engineer would not let us exchange telephone numbers.

I'm going to be anchored in the Delta for the next two months. If Marjorie reads this, I hope she'll write me at P.O. Box 7446, Berkeley, CA 94707.

Jerry Conners
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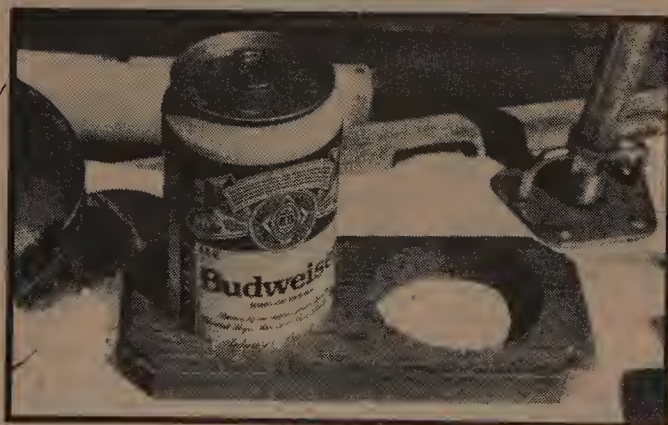


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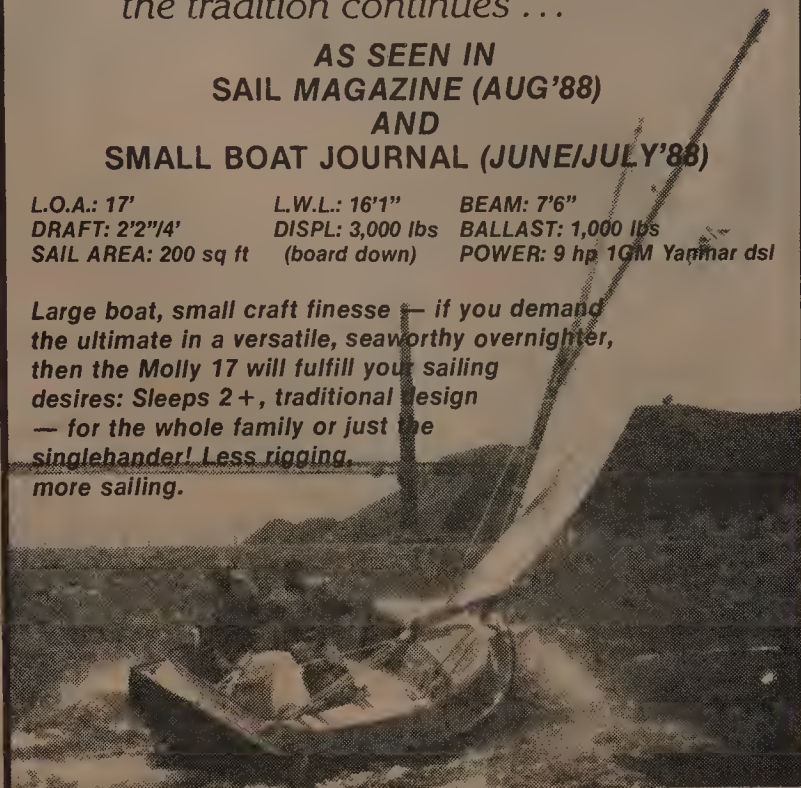
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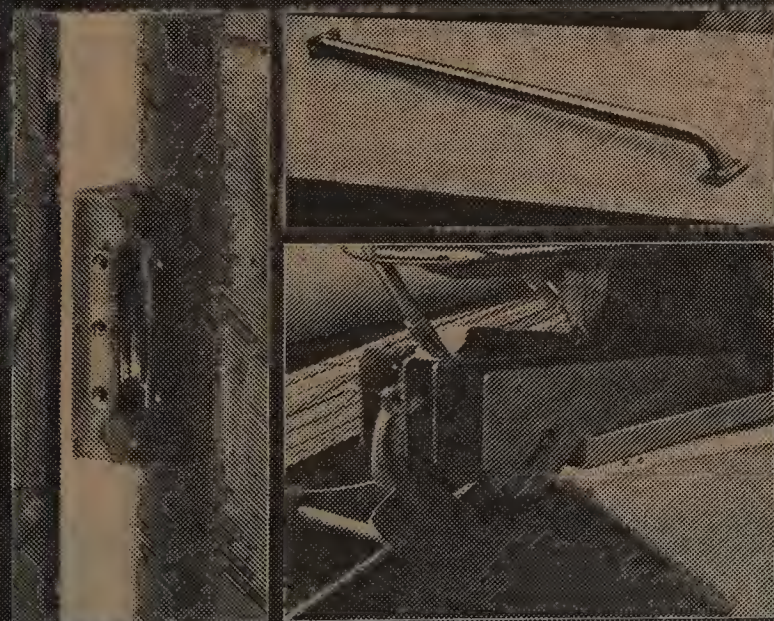
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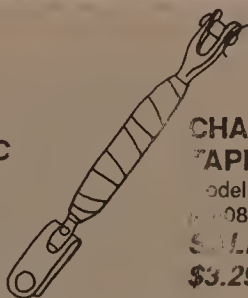


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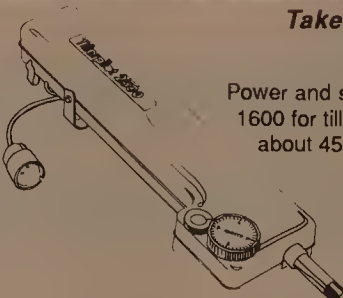
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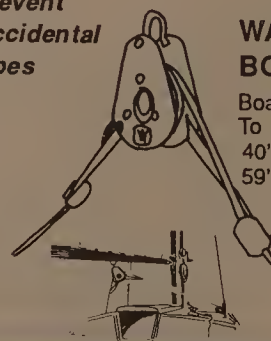


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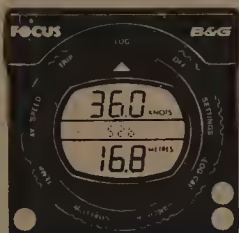


patagonia

West Marine



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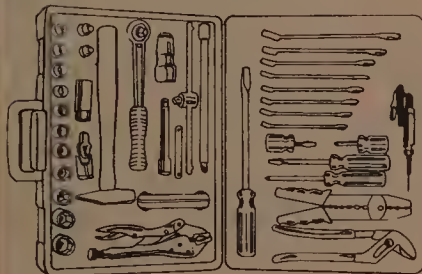


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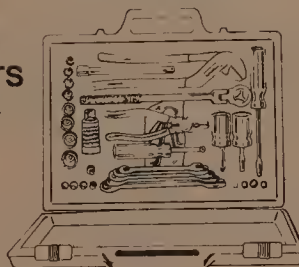
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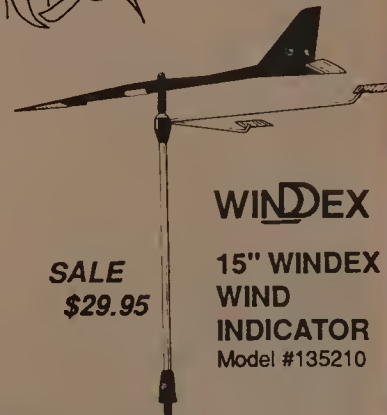
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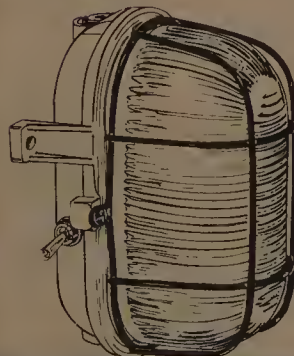
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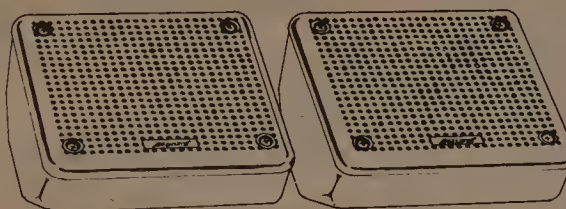
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SIGHTINGS

preview of previews

Think of September as the grand finale in the fireworks show that has been sailing this year, and you'll know why this issue may at first seem over laden with previews. This has been a great and breezy year for everybody, especially the racers, and 1988 has seen record after record broken. To cap it all off, four of the biggest events (one local, three international) happen this last month of summer -- two right in our own backyard. Here is what's happening:

September 7,9,11 — The America's Cup faldral will finally be decided in San Diego. By most accounts, the best two of three series between an American 60-ft catamaran and New Zealand's 132-ft sloop will be decided in two days with the Cup still in San Diego, but it will be

cont'd on next sightings page

boating safety any

With the end of summer comes the traditional start of boating safety classes. The two organizations that put on these beneficial (and for beginning boaters, we'd go so far as to say *mandatory*) classes are the Coast Guard Auxiliary and the U.S. Power Squadron. They'll probably take us to task for saying it, but the 13-session, one-night-a-week classes are essentially the same in content and curriculum. All classes are free, except for a small materials fee, usually less than

STARS & STRIPES

SKIPPER	Dennis Conner
LOA	60 ft
LWL	55 ft
BEAM	30 ft
DRAFT (boards down)	10 ft
DISPL	about 6,000 lbs
SAIL AREA (wing only)	1,300 sq ft
CREW	5



way you like it

\$20.

These courses don't teach you a thing about sailing. What they do cover in language a landlubb... sorry... layperson can understand, are the basics: rules of the road, aids to navigation, simple navigation, safety gear and so on. Since we took one of these courses a couple years ago with the little woman, we can personally attest that even those who think they know it all can learn a thing or

cont'd center of next sightings page

previews — cont'd

something to watch.

September 3-15 — The One Ton Worlds will be held on San Francisco Bay. Hardball racing at its finest as the best 30.5 raters in the universe duke it out in our own backyard.

September 18-24 — The Big Boat Series. The big IOR event on the Bay will really earn its name this year — the maxis are coming! In case you don't know what a maxi is, they are the largest racing sloops competing under the IOR measurement rule. They average 80 feet, about \$2.5 million apiece and are a must-see if you never have. The maxis have their own world circuit and participate in the BBS about every four years when the schedule makes it convenient.

September 20-28 — The sailing part of the 1988 Olympic Games at Pusan, Korea. Several Bay Area sailors will be there, including John Kosteki, Bob Billingham and Will Baylis who are favored (by us, anyway) to win the gold in Solings. TV coverage looks spotty to nonexistent, but you can read all about it in the next two issues.

And speaking of reading all about it, details of all the above can be had in specific articles elsewhere in this issue. Of course, the homestretch of the YRA season also happens in September, as do perennial favorites like the Challenge Cup and the Windjammers Race. No doubt about it, it's going to be a heck of a month for sailing -- and an unparalleled opportunity for watching sailing. See you out there!

dennis and goliath

The biggest question on our minds regarding the upcoming America's Cup races is whether *New Zealand* will put up a protest flag before the start, or wait until *Stars & Stripes* pulls ahead. At this writing, everything else is well orchestrated: The best two of three races will be held September 7, 9 and, if necessary, 11, with noon starts on all days. By almost all accounts the outcome of the series has also been preordained: Sail America's 60-ft catamaran will beat the Kiwi's mighty 132-ft sloop boat for boat — convincingly — in two races.

Maybe not so curiously (when you consider lost ad revenue and negative PR), the lone holdout in this opinion is none other than Sail America. In a recent press release, *Stars & Stripes* design manager John Marshall tries to make a case for a "closer than you think" race. His assessment has the big Kiwi boat pointing higher and running deeper than the cat, but the cat out-accelerating the big boat. His closing comment: "Making the outcome even less sure will be San Diego's eight-knot average winds during September. In those winds, it looks like neither of the two totally different boats will be favored."

Yeah, right. Perhaps more realistically, the biggest impediment we see to a total catamaran rout is keeping the boat upright and together with its new, bigger wing. The spar, which is as big as a Boeing 757 wing, albeit much lighter, was fitted in mid-August. That gives the *Stars & Stripes* crew a little less than three weeks to domesticate the beast. At 40 percent more sail area (up from 20 percent) and about 10 more feet in height, it could prove a formidable adversary.

Changes to *New Zealand* have been more subtle. The Kiwis have been concentrating on optimizing the major changes of July — smaller rudder, more bowsprit and taller, lighter mast. Theirs has been a formidable job, too. The mast alone required some six miles of new wiring to hook it into the computers.

There's no denying that, as they sit now, both *New Zealand* and *Stars & Stripes* represent the pinnacle of both light-air sailing technology and the designers' art. *New Zealand* is not only breathtaking to look at, it is able to sail at up to twice the windspeed. Unless we're having a large memory lapse, there's no other monohull that can do that.

cont'd on next sightings page



COURTESY SAILAMERICA

dc and goliath — cont'd

Similarly — and like you've been hearing, there's not a lot of similarity between these two boats — *Stars & Stripes* is the ultimate wind machine for going fast on the water. But this machine makes more efficient use of the wind. It has approached 2.4 times windspeed — with a tenth of the weight, a tenth of the sail area and not quite a tenth of the crew. Over a 40-mile windward-leeward course, in 10 knots of wind, computer models predict the cat will beat the Kiwi by an hour and 42 minutes. And that's based on the old wing.

That hardly sounds like "neither boat will be favored" to us.

Thus the big question still hangs over the proceedings. Is this, as Kiwi kingpin Michael Fay keeps trying to persuade everybody in sight, a contest between apples and oranges? Or, as Sail America counters, a reasonable challenge considering the lead time and wording of the Deed of Gift?

Even the court won't commit to answering that one, at least until after the race. You'll recall that the Kiwis brought their argument — that the *Stars & Stripes* catamarans were illegal under the Deed of Gift and should be disqualified — before Judge Carmen Ciparick of the New York State Supreme Court in May. The word from Judge Ciparick in late July: let the races begin! A few of her observations and clarifications:

* "Resolution of the issue of whether a multihulled boat is permitted to race in the America's Cup cannot properly be determined by the court in the context of (this) motion."

* "In addition to being procedurally improper, to determine the boat issue at this time would be to render a largely meaningless advisory opinion... it would countenance continued bickering, and encourage further litigation which would inevitably delay commencement of the races. The court therefore concludes that such a determination cannot be made prior to completion of the America's Cup races."

* "Nothing in this decision should be interpreted as indicating that multihulled boats are either permitted or barred under the America's Cup deed of gift."

In other words, the dispute over the catamarans may still be a viable one. Or as Bruce Brown put it in the latest issue of *Sailing World*, "In other words, if Conner loses on the water, he loses; if he wins on the water, he doesn't necessarily win."

Even Conner himself is pessimistic about the situation. "It's a lose-lose situation," he said in a recent interview. "If we win, everybody will say: 'Well, sure a catamaran had to beat a monohull.' And if we lose, 'Dennis lost the America's Cup again.'"

Judge Ciparick declared that the races should begin September 19, but in a real landmark decision, the two antagonists actually agreed to move the race dates up so as not to interfere with the Olympics. It's probably the only thing they'll ever agree on.

The details of the races:

* The two-out-of-three venue will be used because, for one, the two sides can't agree on anything else. And anyway, that's what the Deed specifies for such "in between" challenges for the Auld Mug. It will be the first time the America's Cup has been decided in this few races since 1887.

* The first and (if there is one) third race will be 40 mile windward-leeward courses. The second will be a 39-mile triangle race. Although these are also specified by the Deed of Gift, it will be the first time they've ever been used in America's Cup racing.

* Also for the first time, the 720 rule will be in effect. This means a boat acknowledging a foul can exonerate itself by making two complete (360-degree) turns and resuming the race.

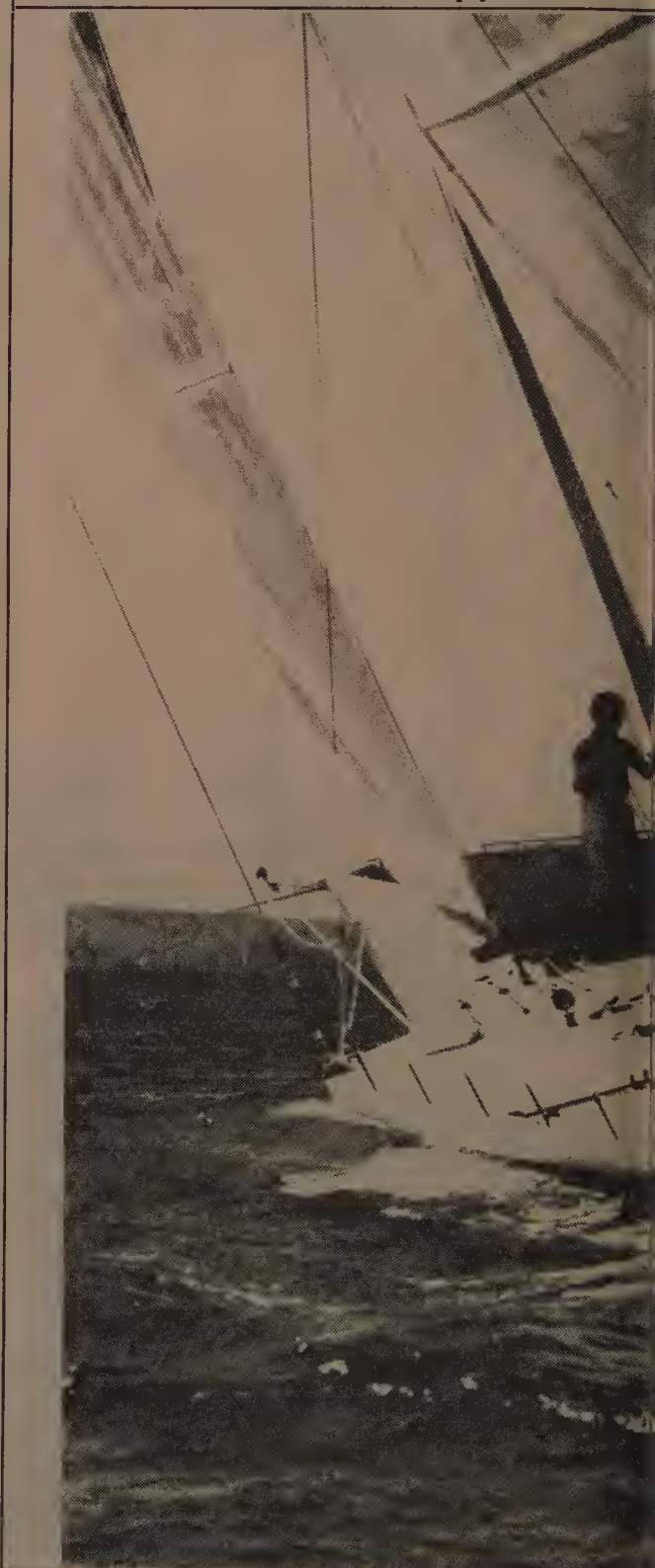
* If you're thinking of viewing the race from the water, you better have big binoculars aboard. Spectator boats won't be allowed within a mile and a half of the start, or a half-mile of any mark. The starting line

cont'd on next sightings page

boating safety

two. 'Nuff said.

Most of the fall wave of boating classes begin in September. They are put on by local chapters of USGC Auxiliary and the USPS, so there is bound to be one just down the street no matter where you live in the Bay Area. Unfortunately, we don't have the space to list them all. But we do have some numbers to call for a class in your area. For either Coast Guard Auxiliary or Power Squadron classes, call 437-3309 or 437-3310. The Department of Boating and Waterways at (916) 445-2616 can also help you out.



— cont'd

If you absolutely can't make the classes, but still want or need to work on the basics, the National Marine Manufacturers Association now offers a home-study safe boating course. *Boating Basics...Blueprint for Safe Boating* covers most of the same topics as the classes, with additional sections on weather and trailering. Each section is followed by a final review and quiz. Copies are \$1 apiece. Get one by mailing a request to NMMA Boating Basics, 401 N. Michigan Ave., Chicago, IL 60611.

/ dc and goliath — cont'd

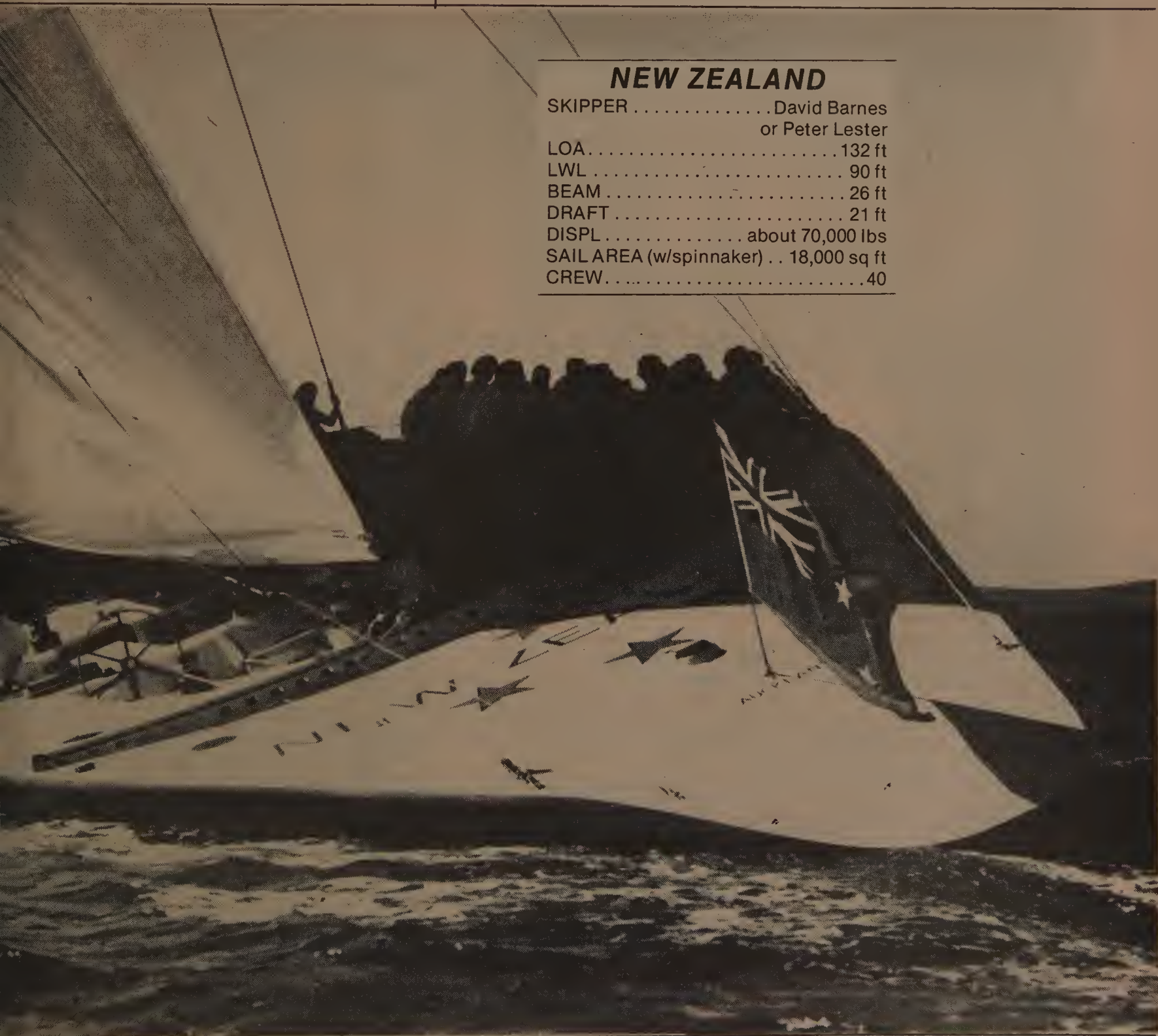
is three miles west of Pt. Loma, so if you want to see anything from there, dig out those telescopes that have been gathering dust since Halley's Comet departed. For the best live coverage, watch ESPN. Jim Kelley, Gary Jobson and, we hear, Tom Blackaller, come to you live, 11:30 to 4 p.m. Pacific Time. (Guess we'll finally have to figure out how to program the VCR.) Of course, for the ultimate last word, read next month's *Latitude 38*.

For novelty's sake, it's worth mentioning that there may be a "sailboat" in attendance that -- if it stays together long enough -- may be quicker than both official competitors put together. This is the bizarre *Blue Arrow* "foil assisted trimaran" hastily built for a now defunct "challenger elimination series." But her British builders say she'll be there anyway.

cont'd on next sightings page

NEW ZEALAND

SKIPPER David Barnes
or Peter Lester
LOA 132 ft
LWL 90 ft
BEAM 26 ft
DRAFT 21 ft
DISPL about 70,000 lbs
SAIL AREA (w/spinnaker) .. 18,000 sq ft
CREW 40

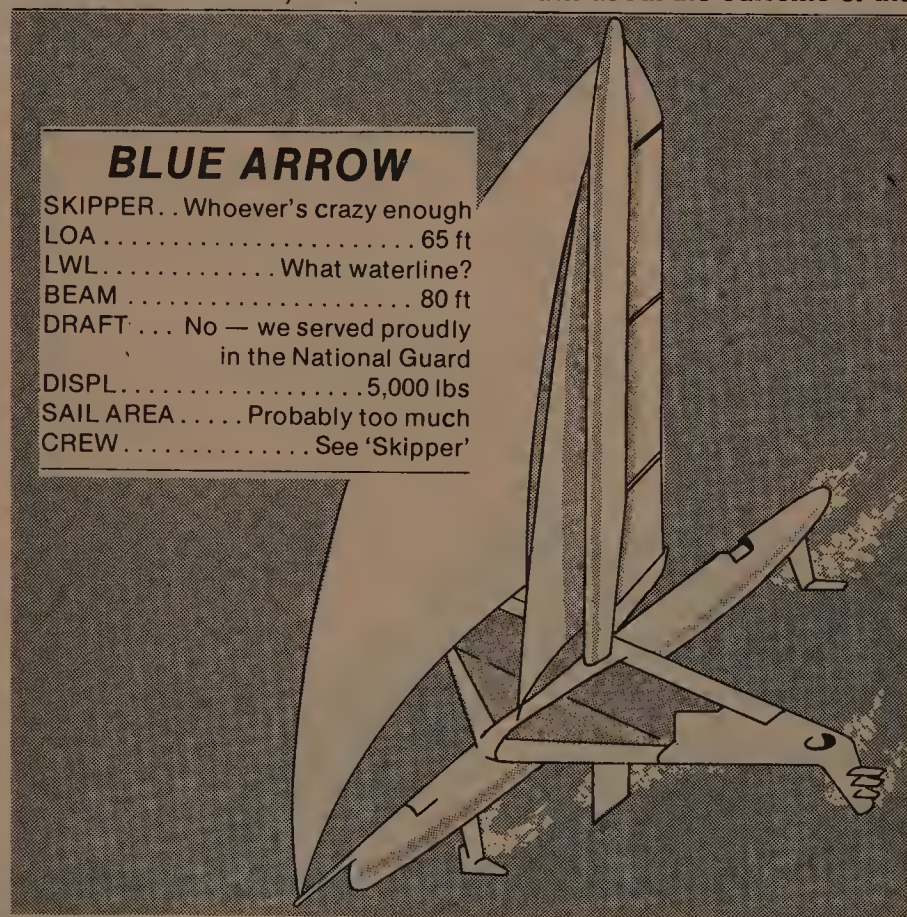


dc and goliath — cont'd

We haven't found anybody who's actually seen the thing, but the 65-ft main hull is reportedly barely wide enough for one man to sit in — 30 inches. At the ends of its 80-ft beam are not amas, but foils. There are foils fore and aft under the main hull, as well. Powered by a centrally stepped wing mast and bowsprit-enlarged foretriangle, the idea is to get the entire thing riding out of the water on the foils. If they can do it — early trials have apparently been discouraging, as the boat wants to capsize when it's not moving — design coordinator Derek Clark predicts the boat can hit between 40 and 50 knots. No word on how they expect to tack. For safety's sake, we urge boaters to stay well clear of *Blue Arrow*. Shrapnel, you know.

But back to the Cup.

How will it all turn out? At this point, we'd have an easier time trying to assess Dan Quayle's political future. We honestly don't know. With a rout all but inevitable, it's hard to care much about the outcome of the



actual race, except from the point of view of watching the individual boats sailing all out. We're looking forward to that. But the races certainly aren't going to prove much — except perhaps that oranges are indeed faster than apples.

We hope rumors of possible sandbagging by the American boat, presumably for the benefit of both the cameras and the court, are unfounded.

It's the big picture that's not coming in clear on our crystal ball. Will the Kiwis go back to court? What would be the point or, maybe more accurately, could they win the America's Cup in a courtroom? (One English writer recently observed "To win the Cup, you need on designer and two lawyers for every sailor.") Or will Michael Fay take it like a man and go home to start building a "real" America's Cup boat?

When the spray clears, will Dennis Conner be the good guy or the bad guy? How will the racing's holy grail survive this onslaught on its dignity? (Probably just fine; look what all the fuss over "The Last Temptation of Christ" did for the box office.)

Finally, what will become of the boats? No word from either camp

cont'd on next sightings page

'polly' want

Can you name the oldest Bay sailing class that is still actively racing one-design? If you guessed the Bird Class, you get a feather in your cap.

Designed in part by John Alden in 1919, the Birds have been actively racing the Bay since the early '20s, and still get six to eight boats on the starting line on an average race day.

In all, 23 Birds were built. Nineteen survive, the majority of which are in marginal sailing condition. In fact, when all else failed, the class recently went non-spinnaker in an effort to attract more participation. To put it as nicely as



a backer?

possible, the Birds and their class association have not been aging very gracefully.

One sailor recently on the bandwagon to reverse that trend is Sausalito's Bob Keefe. He recently acquired *Polly*, Bird number 19, and plans a total, "better than new restoration."

Keefe's motivation is simple: "To preserve a meaningful part of Bay Area sailing history that otherwise will be gone forever." Though a new Bird cost \$1,800 in 1921, the primo restoration planned for *Polly* has been estimated at \$30,000.

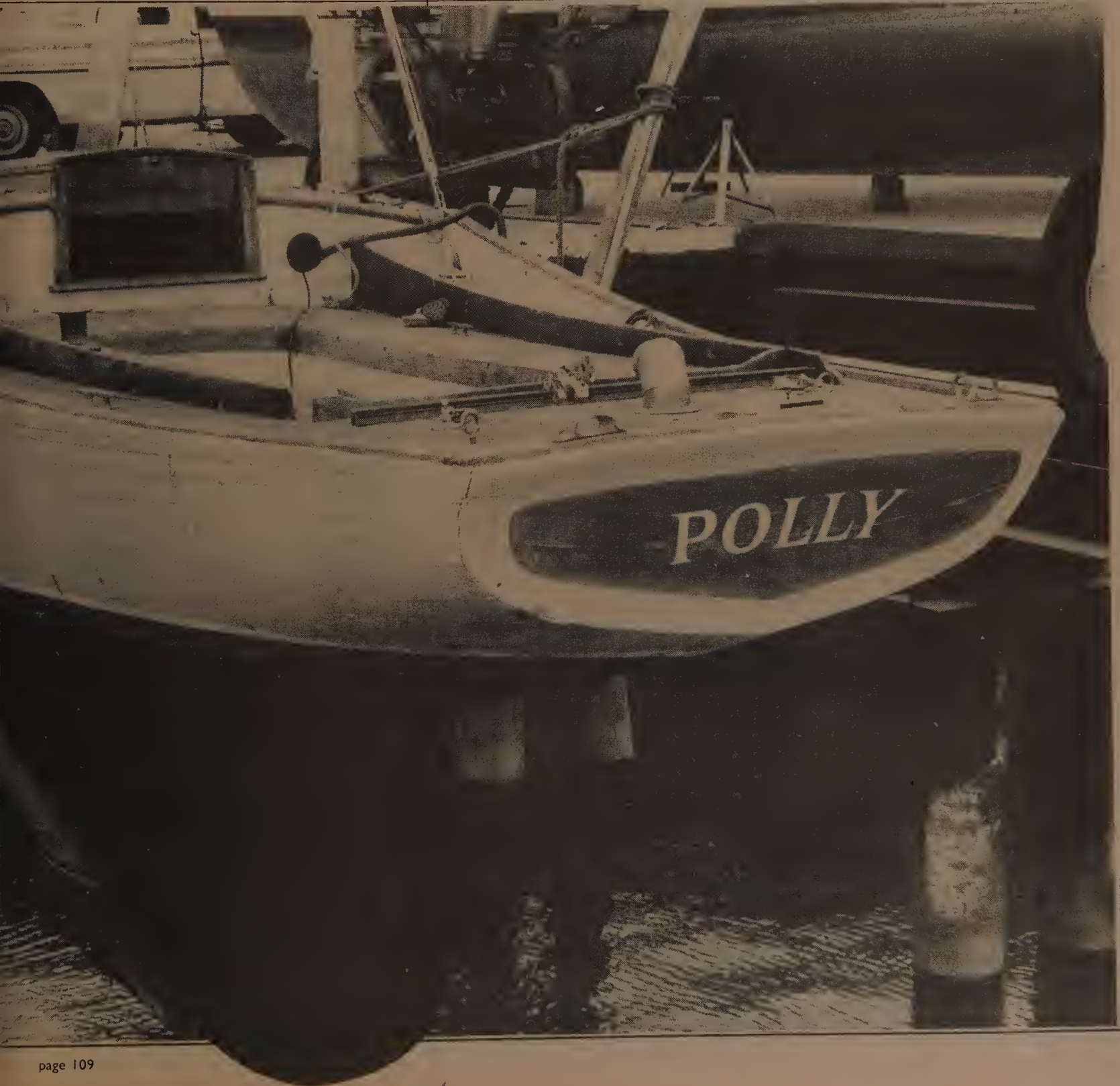
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dc and goliath — cont'd

about that, though Conner once suggested the catamarans might be donated to the Smithsonian. The San Diego YC announced in late August that it will host an all-comers America's Cup Series in 1991, as originally planned. (That doesn't sound like "no boat will be favored" much, either). Significantly, however, the type of boat was not announced nor has it been decided. No one mentioned the "T" word, though, and that's an encouraging sign. The 12-Meters should be the ones going to the Smithsonian.

In a perfect world, this upcoming America's Cup would benefit sailing. It would open the door to racing boats for the America's Cup that are worthy of the pedigree — maybe boats very like *New Zealand*. It would also provide an easy entry by the U.S. into world-class multihull racing, an area in which we have been woefully foot-dragging for years.

What happens in the real world remains to be seen.



SKIP McLAUGHLIN

mexico crew list

A pitfall into which many fledgling cruisers fall is to try to do too much, too soon. For example, in our opinion, Hawaii is too far for a first cruise. If you're not used to living on a boat -- even the boat of your dreams with the one you love beside you -- it is too much, too fast. If you don't believe this, take a walk around the Ala Wai Marina sometime. It's littered with broken dreams, for sale cheap.

Mexico, however, is an ideal first, second or umpteenth cruising ground. In fact, even in a direct comparison with Hawaii, it often comes out tops. Consider: it's close; inexpensive; friendly; pristine, and geographically varied. Perhaps best of all, like Hawaii, it's warm there when it's cold here. The Mexican cruising season runs from November

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NAME: _____ SEX: _____ BOAT TYPE: _____
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- ___ 2. Gunkholing near towns.
- ___ 3. Gunkholing in the boonies.
- ___ 4. For the passage across Gulf.
- ___ 5. For a Mexico race.
- ___ 6. For the Sea of Cortez Race Week.
- ___ 7. For the return trip back to the States.
- ___ 8. Other: _____

MY EXPERIENCE IS:

- ___ 1. Bay.
- ___ 2. Long coastal.
- ___ 3. Long ocean passage.
- ___ 4. Foreign cruising.
- ___ 5. Other: _____

I AM LOOKING FOR:

- ___ 1. Skilled sailing and navigational skills.
- ___ 2. Mechanical skills.
- ___ 3. Cooking and cleaning skills.
- ___ 4. Female (a) / Male (b) companionship on the cruise.
- ___ 5. Someone to share expenses/charter my boat.
- ___ 6. Someone to help bring the boat back.

to May. We know people who cruise Mexico year-round, but the intense heat and threat of hurricanes drives most cruisers back North or on to Panama and the South Pacific before then.

With our annual Crew List, you don't even need a boat to enjoy the cruising life down Mexico way. If you have a boat but can't seem to find a crew, you've also come to the right place.

Most of you should be old hands at this stuff. If your hands are new, a little explanation is in order.

You'll find two forms on these pages, one "Want to Crew" and one "Need Crew." You probably don't need a degree from Stanford to figure out the first is for people looking for boats; the latter for boat owners looking for crew. You fill out the appropriate form -- one per person, please; xerox more if you need them -- send it in to us and in

cont'd on next sightings page

'polly'

To raise funds, Keefe has created the non-profit "Polly Project," which will solicit donations from Bay Area businesses and individuals. Bob is an old hand at fundraising. Probably the most visible such work the 1985 PICYA Yachtsman of the Year has done in recent years is helping raise sponsorship money for the Golden Gate Challenge, San Francisco's America's Cup syndicate.

Restoration has already begun at

a matter

As most people who read this magazine already know, sailing is good for the soul. And for some of the less fortunate among us, the soul needs all the help in can get.

The good folks at the Center for Attitudinal Healing in Tiburon know that better than most. Their mission is to help people with serious injuries or life-threatening illnesses to deal with life or, in some cases, what little life is left. Twenty-eight different support groups are in motion at any one time, directing efforts at improving the quality of life for cancer patients, AIDS patients, the elderly, or even the loved ones of a terminally ill person.

Of those who recover, many stay on to become counselors. Others -- many of them young adults like 19-year-old Brett Marshall -- "leave their bodies." The Center helps in that transition, too. In fact, the Center's work had become so widely known and respected that it has been the model for 45 similar centers around the world.

Sailing is one of the most enjoyable programs the center offers. For many years, Tiburon's Wendell Henry has been taking a group of young adults out for a daysail around the Bay on his Islander 36, *Smithy Too*. This year, though, there were some special added treats.

The first was a moonlight cruise aboard the tallship *Californian* on July 29. Forty folks took part, including nine "wheelies"

the long

The news crews were ready. Fifty-some people strong, they polished the last dust off videocam lenses, did a final sound check, then a final final sound check, checked strobe batteries one more

— cont'd

Stone Boatyard in Alameda, where *Polly* was built 59 years ago. Lester Stone built four Birds, which were considered the Cadillacs of the class.

The goal is to rechristen the green-hulled *Polly* on her 60th birthday next year, then go out and race the boat in the Master Mariners Regatta. If you're interested in donating to the project, contact the *Polly* Project, 1207 Bridgeway, Ste. 1, Sausalito, CA 94966. For more information, call 332-7955.

of attitude

(wheelchair-bound), and everybody enjoyed the evening immensely. Credit for setting up the trip goes to *Californian* cadet Steve Gutmann. The Sausalito resident is also a West Marine employee, and talked them into co-sponsoring the sail with the Nautical Heritage Society, which runs the ship. A recovered



Steve Gutmann.

Hodgkin's Disease patient, Steve also volunteers time at the center.

Shortly after we go to press -- the last weekend in August to be exact -- a small group of CAH people will go out for a three day "cruise" around the Bay aboard Allen Olsen's 54-ft schooner *Miramel*, anchoring out two nights.

Go sailing. Even if you're in perfect health, it's good for the soul.

way home

time and swizzled complimentary coffee. Friends and consulate representatives fidgeted with ties and skirts and gazed expectantly out the windows of the St. cont'd center of next sightings page

mexlist — cont'd

the October issue we'll run a listing that includes the names, boating related desires, experience and phone numbers of everybody in both categories. (Also look for the *Mexican Itinerary* next month, which will detail where to go, what gear to bring, and all about the "Some Like It Hot" Cruiser's Rally.) Then all you need to do is start making phone calls to the people on the appropriate list. Chances are, you'll get a few calls from people interested in your boat or crewing skills, too. From there, it's up to you to arrange a meeting and to decide which boat or crew is for you.

While we're on the subject of choices, sorry, but once again we have to interrupt the fun with the unpleasant stuff. As those of you who have

I WANT TO CREW IN MEXICO

NAME: _____

AGE: _____ SEX: _____

PHONE/ADDRESS: _____

___ 1. For the trip down.

___ 2. Gunkholing near towns.

___ 3. Gunkholing in the boonies.

___ 4. For the passage across Gulf.

___ 5. For a Mexico race.

___ 6. For the Sea of Cortez Race Week.

___ 7. For the return trip back to the States.

___ 8. Other: _____

MY EXPERIENCE IS:

___ 1. None.

___ 2. Bay.

___ 3. Long coastal.

___ 4. Long ocean passage.

___ 5. Foreign cruising.

___ 6. Other: _____

I CAN OFFER:

___ 1. Skilled sailing and navigation skills.

___ 2. Mechanical skills.

___ 3. Cooking and cleaning skills.

___ 4. Cash to help with expenses.

___ 5. Female (a) / Male (b) companionship on the cruise.

sailed almost anywhere, anytime, know, 99.9 percent of your peers out on the water are good folks. We're convinced sailing has the lowest "flake content" per capita of any sport. Still, there is the occasional "enthusiast" whose personality, ignorance and/or boat can get you in trouble. So we must say, and you must concede, that *Latitude 38* presents the Mexico Crew List as an advertising supplement for informational purposes only. We do not make or imply any warranty, guarantee or recommendation in regard to the character of the people who participate in the Crew List Advertising Supplement; the Cruising Kick-Off Party (more on that in a minute); any boats you might sail on; the weather you might sail in; or basically any other act of God or man.

In practice, in eight years of running these supplements (we also do a cruising/chartering/daysailing/racing Crew List at the start of summer),

cont'd on next sightings page

SIGHTINGS

mexlist — cont'd

we are aware of only one significant "incident." The reminder of the feedback has been positive, and even includes several marriages between former Crew Listees.

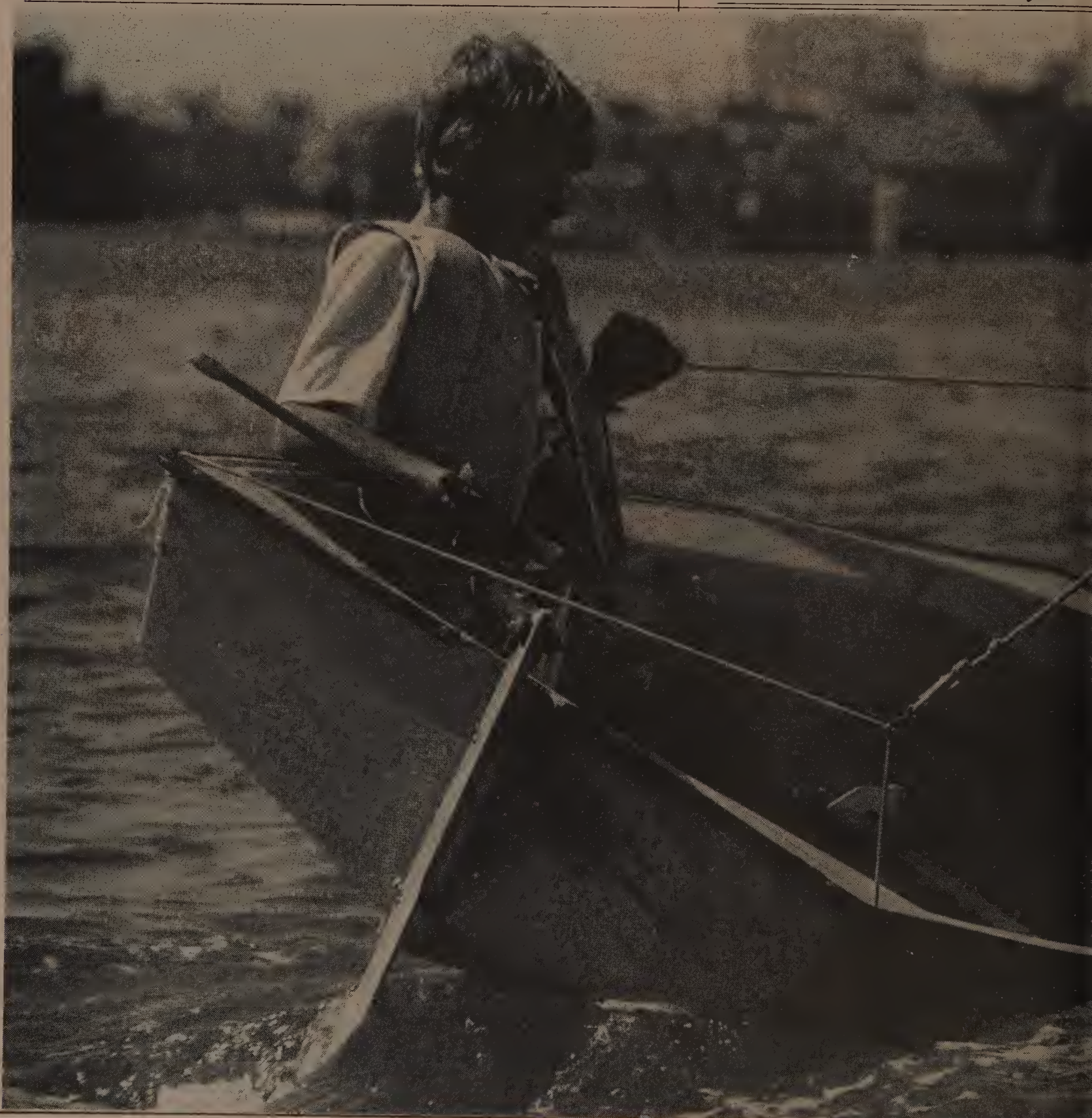
On that note, it's important for women to realize that sailing has been determined by the surgeon general to invigorate the male libido. We don't say that to put you off, just to make you aware that all of the lines you may have to handle don't come from the rope locker. Accordingly, we suggest that women interested in using the Crew List go by first names only.

cont'd on next sightings page

long way

Francis YC at the Golden Gate. After 54 days alone at sea, Kyoko Imakiire would have quite a reception — if she ever showed up.

The 23-year-old woman who sailed nonstop from Kagashima, Japan, was supposed to cross under the Bridge at noon. It was now 1:30. Boaters at the club tried tactfully to suggest that any number of factors could have delayed



home — cont'd

her. It somehow seems futile to try to convince a nonsailor that itineraries don't mean much in unfamiliar waters, especially when those waters are around San Francisco.

The crowd was pretty much gone by 3. The holdouts paced, sipped yet another cup of oversugared, overcreamed coffee; told another "when I was
cont'd center of next sightings page

mexlist — cont'd

Everyone must include \$5 with each completed Crew List form, and we must receive all forms by September 10 for them to be included in the October issue. Send envelopes to Mexico Crew List, c/o Latitude 38, P.O. Box 1678, Sausalito, CA 94966.

All Crew Listees are automatically invited to attend the Cruising Kick-Off party, which will take place October 4 from 6 to 9 p.m. at the Sausalito Cruising Club. This party offers a perfect opportunity to get acquainted with your shipmates, or find new ones, in a comfortable, "neutral" setting. Mexico-bound folks not on the list may also attend, but it will cost them to get in. As usual, we'll hand out free T-shirts at the door for as long as they last, which isn't long. Inside, we'll once again offer chips and guacamole dip.

Also as usual, we're getting excited about Mexico just writing about it. For some reason, this year brings back pleasant memories of a cruise a few years ago when some guy brought a country-western tape. We don't remember the name of the song or the singer, but all the short chorus said was "Hello Mexico, and adios, baby, to you..." By the time we got there, that tape was worn out and everybody in the crew was singing "Hello, Mexico, and adios, baby to you..."

Send in those forms, and we'll see you at the Cruising Kick-Off Party, baby....

junior sailing the way it should be

Two years ago on some summer days at Encinal YC, there would be five or six kids hanging around the docks. Some sailed on dinghies loaned by parents; some using the swimming pool. All awaited the chance that some senior member might invite them out sailing on his "big" boat. That was Encinal's junior sailing program.

The next year, the club hired a professional instructor and charged for sailing lessons to pay his salary. We borrowed 12 well-used El Toros from EYC members, and in June we opened our sailing school. In the summer of 1987, our program brought in approximately 60 children from the East Bay community and got them started in sailing. And, with a substantial subsidy from EYC membership to cover the cost of insurance, our junior instructional program broke even financially. In the ways that count, though, the rewards far outweighed losses. The biggest of those were the smiles of the new junior sailors and the kind words and encouragement of their parents. Most said they would be back for more sailing in 1988.

Last fall, EYC's Commodore, Terry Iverson, our instructor, Blake Middleton and I met to discuss improvements for 1988. We decided on two major changes: 1) Hire a second full-time professional instructor, and 2) Find a way to get some new El Toros. (At the end of 1987, our "broken in" boats were broken down.)

Seven members made substantial donations to the program, and others went to work to find donors who would contribute funds for the purchase of 12 new boats. By May, we had 11 new El Toros, a new inflatable dinghy and a new outboard motor for it. In thanks to contributors, we painted their names on boats, or had their logos affixed to sails. Because of our new purchases and our second instructor, this year we have been able to instruct 90 youngsters in beginning, intermediate and "racing" sailing courses.

Next year, we hope to have 16 or 17 boats sailing, and to really delineate between the various beginning and advanced courses. Class structure will be the same -- a morning and afternoon session each day, Monday through Thursday, for three weeks. Classes begin again in June.

-- dave vickland

Editor's note: The Encinal YC junior courses are open to all area juniors, not just the sons and daughters of club members. All sailing is done in the protected waters of the Oakland Estuary. For more on the program, call Encinal YC at 522-3272.



JOHN ARNDT

SIGHTINGS

sweet 16th

It's always amazed us how the Northern California Marine Association's In-The-Water Boat Show at Marina Village in Alameda seems to get bigger and better with each passing year. Be that as it may, the 16th Annual show, slated for September 17 through 24, certainly promises to keep up the tradition. From the sounds of it, this year's show is also shaping up as one of the most diverse and imaginative ones in recent memory, as well. That's not hollow fluff. For example, you may be more into sailboats than canoes, but this year's show kicks off with a demonstration of dragon boats -- 45-ft Chinese war canoes carved out of teak, each manned by 24 burly Oakland firemen. (Hope there are no fires on the 17th.) If that ain't imaginative, our name is Roger Rabbit.

Along more traditional lines, several new boats and new versions of older boats will debut at the show. Foremost among the former may be the Beneteau 35 S5. This unusual looking boat with its reported "radical mahogany, marble and stainless interior by Philippe Starck, France's *enfant terrible* of design" was the hit of the Paris boat show, where no less than 50 were sold.

The most noticeable example of the latter -- and one of the biggest boats in the show -- is the new tri-cabin cruising version of the MacGregor 65. Cruising at 25 knots -- yeah, we could get to like that quite a bit.

A few other sailboat highlights:

- * Freedom 30 -- This Gary Mull design features a lifetime guarantee on the carbon fiber freestanding mast, and a 10-year-warranty against blistering on the hull.

- * Cheoy Lee 53 -- For those who think you *can* take it all with you, this baby features a flybridge, twin diesels and a master's stateroom about the size of our garage.

- * Horizon 42 -- A steel-hulled yacht out of British Columbia. *Brendan* will be shown by her owners, Morgan and Jane Lucid, who plan to charter the yacht for the South Pacific in early '89.

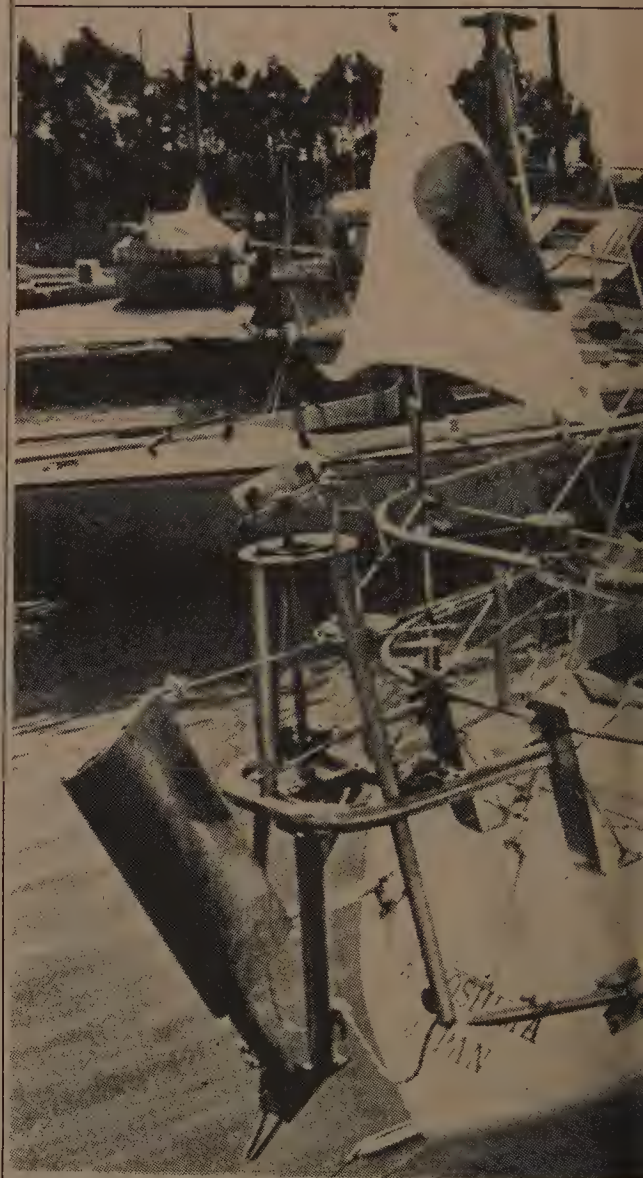
Marathon hull-thumpers will need to carbo-load a couple days in advance to see the rest of the fleet. That includes the CS 36; Shock 34; Catalina 34 and 42; Hunter 30, 35 and 42; Atlantic 46; Ericson 34, 35 and 38; Tashiba 36; Taswell 43; Crealock 34; Passport 30; Pearson 27 and 31; C&C 30; Hans Christian 33; Island Packet 38; a Nonsuch or two and two other Beneteaus, the 390 and 405. Those are the "for sure" boats. A bunch more that were pending at this writing may also be finalized by showtime. Several of the charter companies will also have boats at the show.

Want more? There is more, a lot more. In fact, there are 7,000 more square feet of show this year, which means that much more space for shoreside booths featuring everything imaginable in boating related sales and services. Of special note, a series of seminars and on-board clinics will be offered Tuesday through Thursday (9/20-22) aboard the Santa Cruz 40 *Promotion*. Owned by West Marine Products CEO Randy Repass, *Promotion* has long been a test bed for gear handled by West Marine (during her recent second-in-class Pacific Cup run, she sported all Harken gear on one side and all Barient on the other). During the show, she'll be used as a floating classroom to demonstrate man overboard and other safety gear, and a full range of electronics.

Want more imaginative stuff? There's plenty of that, too. For example, AT&T, which is co-sponsoring the show, will let show goers make a free two-minute call anywhere in the U.S. Live fashion shows throughout the week will showcase everything from Patagonia clothing to Zurik sunglasses to O'Neill swimwear. Musical entertainment will be provided by Jeff Narell's steel drum ensemble on Saturday and Sunday.

Admission is \$5 for adults; kids under 12 are free. Dollar-off coupons

cont'd on next sightings page



long way home

covering the convention" story. By 5, they were gone, too.

Imakiire finally passed under the bridge about 9:45, and tied her 28-ft Japanese-built *Kairen Tarachine* to the St. Francis dock about 10:30. Media and friends magically reappeared to give her a proper welcome.

If memory serves us right, Kyoko is

the tin man

San Diego boatbuilder Jim Betts, who was featured in *Latitude 34* last January ("San Diego's Tin Man"), is known for building exquisite custom boats, among them *Eclipse*, *It's OK*, *Sleeper*, *Short Circuit*, *Ragtime* (the one-tonner), *Babe Ruthless*, *National Biscuit*, *Maverick* and *Champosa V*. Betts, certainly one of the best custom boatbuilders in the country, closed up his 15,000 square foot, 20-

sweet 16th — cont'd

will be available at many marine outlets prior to and during the show. You can also get a buck off by depositing an empty Pepsi can in one of the entrance receptacles (Monday through Friday only). Show hours are noon to 7 p.m. on weekdays; 10 to 7 on weekends. If you need more information, you must really be hard to please. But you can get it by calling 521-2558.

By the way, when you do get to the show, and you come by the *Latitude 38* booth to say "Hi," if nobody's there, don't get upset. We'll be right back. We're just out looking at boats!

good news — finally — for the 'wapama'

Pardon the expression, but it looks as though the *Wapama's* ship may finally have come in.

Regular readers will know *Wapama* as the 216-ft wooden steam schooner late of the coastal and Alaska trade and recently as the hulking centerpiece of the Sausalito waterfront. Once tucked obscurely away in Oakland, you can't miss *Wapama* these days. From a distance, with her bright yellow awnings flapping in the breeze, she looks like an oversize packet ready to board the posh crowd for a leisurely tea cruise around the Bay.

A closer look reveals the frightening deterioration that, save for volunteer work parties, would have done the old girl in years ago. Her keel is hogged, her foremast gone, her sides and deck and bottom full of dry rot, the cancer of wooden ships. Built in 1915 to last only 30 years, she's more than double that and shows it.

Wapama was retired in 1947. In 1958, she was acquired by the State of California and underwent a hasty and largely cosmetic restoration. Since then, she has been shuffled around and largely neglected while limited state moneys went to keeping up the more visible historic ships at the San Francisco Maritime Museum's Hyde Street Pier. That *Wapama* was not abandoned and left to die is honestly amazing to us and a tribute to many dedicated people associated with the ship, the Museum and the overseeing body, the Golden Gate National Recreation Area (GGNRA). What is even more amazing is that several events of recent years may not only insure her survival, but her eventual restoration and -- dare we say it? -- refloating.

A lot of things drive the 200 regular volunteers to donate about 2,000 hours a month to upkeep and maintenance. Foremost must be the historical significance of the steam schooners. In a sense, they are the "missing link" ships between the age of sail and steam. When first built in the 1880s, they were little more than auxiliary sailing ships. As the year passed, though, sails got smaller and engines got bigger until all the masts supported were cargo booms. Of 225 steam schooners built over about a 50-year period, *Wapama* is the only one left.

For some, the drive for preservation is more eclectic.

"I had a guy come out here the other day and tell me that, as a baby, he took his first steps on this ship," says *Wapama's* bearded shipkeeper, Mike Carrington. "We have a guy in one of our work parties that worked on this ship on and off for 30 years. He once broke his back on board."

Curiously, like Carrington, many volunteers second generation Irishman, giving rise to the unofficial work party moniker: the "East Coast Free Irish Navy in Exile." Their motto is, "Who dares, wins." There are probably a number of inside jokes going here that we don't get, but the main takeoff is from the steam schooners themselves. During their working years, so many Northern Europeans manned the little ships, they became known as the "Scandinavian Navy."

Wapama's first big break in recent memory came in 1985 when she was moved to Sausalito and into the public eye. Where GGNRA formerly had to pay for drydock space, now the Corps of Engineers

cont'd on next sightings page



LATITUDE SARAH

— cont'd

the fourth woman to make the solo passage from Japan to California. If her intentions go as planned, though, she'll pull off a first. After a couple months of R&R&S (rest, repair and shopping), she will complete the round trip by singlehandedly 6,800 miles home to Kagoshima.

takes to tahoe

man shop on August 26 and moved to Lake Tahoe. He's taking all his tools, materials for the 30-ft powerboat he's currently working on, and several of his employees with him. He's already rented a shop outside Truckee.

Betts stressed that "This isn't your normal, depressing Chapter 11 deal where the boatbuilder gets his ass kicked

cont'd center of next sightings page

SIGHTINGS

'wapama' — cont'd

donates her drydock. With increased visibility came an increase in the size of work parties and visitors. Work parties now average toil regularly on both specialized work (engineering, etc.) and the endless sanding, painting and cleanup of any boat. As an added incentive, individuals vie for the coveted "Free Irish Navy" T-shirts Mike has had printed up -- green, of course. Topsides, the seeming acres of yellow awning has done much to keep rot-promoting moisture off her leaky decks.

In the more recent past, the Borax company of 20-mule-team fame donated a rot-killing wood stabilizer to the resuscitation effort. Sprayed three times daily on the deck and cargo hold, the water soluble, scentless, environmentally safe liquid will eventually saturate the wood and keep the ship from going downhill any farther. Once that happens,

cont'd on next sightings page

tahoe tin man

out of town. I don't owe any money; no one's getting burned." Why move then? "It got to where it wasn't fun anymore. Our five-year lease was up, so we had to either renew that or figure something else out. With the overhead we had, it was getting to be where we had to do four or five big projects a year just to keep the lights on. Work was getting scarce, and basically the whole gut-busting scene was taking years off my life!"

Betts says his new, leaner operation



— cont'd

will have about an eighth of the overhead of his San Diego operation. He'll also diversify into other areas besides boatbuilding, although "making boats is my first love." Betts figures he can build boats up to 40 feet in his new facility. ("Lois Lane, a 40-footer, is up on the Lake and that's about as big a boat as one can trailer through the mountains.") He figures he'll be fully operational by spring.

Betts, who spent the majority of the cont'd center of next sightings page

"Tim-Bor" rot arrestor rains down inside 'Wapama's hold.

'wapama' — cont'd

more work can be directed at restoration, rather than prevention.

The biggest shot in the arm, though, not only for *Wapama* but the other historic ships at Hyde Street Pier, is last month's transfer of power from the GGNRA to the National Park Service. Going national will ultimately mean more bucks for the museum (henceforth known as the San Francisco National Maritime Park) and its programs, including the



LATITUDE/JOHN R

Much of the interior of the 'Wapama' has already been beautifully restored.

restoration and preservation of historic ships. Or as Carrington puts it, "We don't have to compete with the restrooms at Muir Woods (for funds) anymore."

Incidentally, though funds should start coming through next year, don't expect to see her out putting around any time soon. Complete restoration is expected to take years, and will cost somewhere between \$5 and \$12 million. Records of what *Wapama* cost to build were lost in an Oregon shipyard fire, but we'll bet you could have bought darn near the whole fleet for that amount.

As a celebration both of the above events, and of the old *Wapama* surviving to see them, the Museum is planning a Steam Schooner Meet on September 24 and 25. As the literature says, "The Steam Schooner Meet is a summons to the sailors, mates, captains, engineers and passengers who worked and travelled on these ships. Join us to eat, drink and reminisce about life on board. You will also be helping us in the process of educating the ship preservationists and scholars who are assembling the story of the fleet, the 'Scandinavian Navy,' and the *Wapama*, the sole surviving steam schooner."

For more information on the Meet, the work parties, visiting hours or any other aspect of the *Wapama*, call 332-8409.

farewell to a friend

On August 16, avid Bay Area yachtsman Laurie Timpson died of a heart attack. He was 50.

Laurie and I became instant friends 30 years ago when he bought me a Vodka Collins at a party at the Lake Merced Sailing Club. I was about 16 at the time, and he was barely 21. We shared many boating experiences since then, beginning with nearly blowing ourselves up when we spray painted his International 110 in my family's basement next to a blazing furnace. Laurie won his first race on that boat, and went on to win a number of trophies on a series of boats, including the

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SIGHTINGS

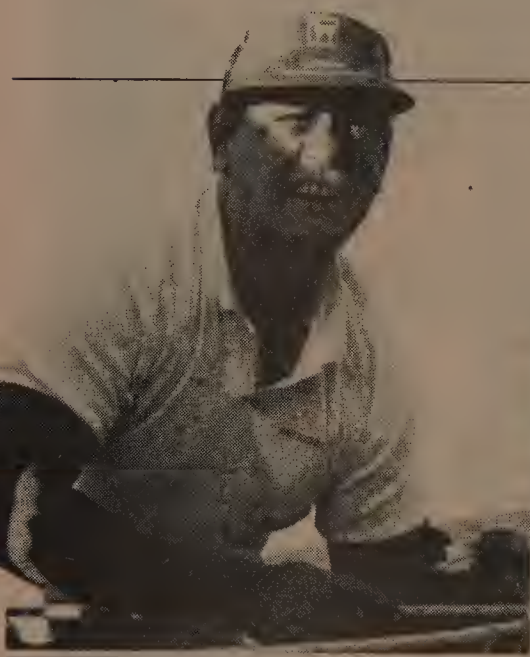
farewell — cont'd

C&C 35 *Coefficient*, and with his last boat, the Frers 40 *Flasher*.

One of my fondest memories of Laurie is of a 110 race on Richardson Bay. The 110s raced with three people, and usually the third person was one of Laurie's female companions. On this particular day, his date had recently finished third in the Miss San Jose Beauty Contest. She was wearing a bikini she borrowed from a sister and it didn't fit too well. The result was, when Laurie told her to hike out, she had the tendency to come out of the suit. We did quite well in that race because our competitors kept spinning out for some reason. Now that I think back on it, so did we.

Laurie worked as hard as he played, and was able to accomplish many goals in his life including financial security for himself and his family through shrewd investment in Santa Clara Valley real estate. He was happy that his wife Marylue and daughter Laurel shared his love of sailing, and especially proud of his nonsailing son Michael, who is

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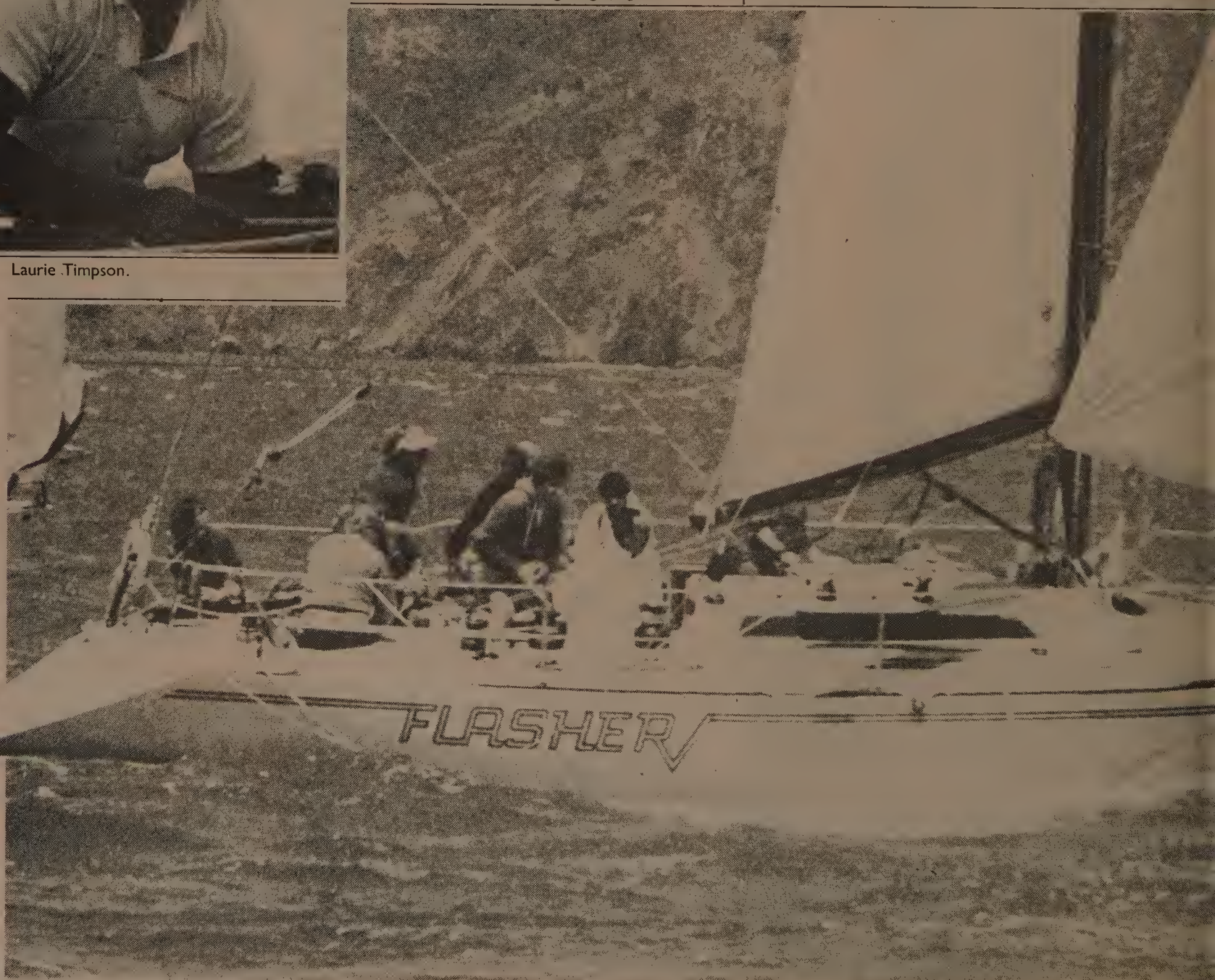
Laurie Timpson.

tahoe tin man

'70s living at Tahoe, is excited about moving back to the mountains. With what he describes as "modest profits" he has made over the years with James Betts Enterprises, he and his wife Janis have bought some land at 7,200 feet of altitude. It's next to the national forest and is moments away from Alpine Meadows by cross-country skis.

the 'californian'

We had a chance to spend an afternoon aboard the tallship *Californian* early last month. And with about 50 other folks, mostly members of the Sausalito Cruising Club charter, had a wonderful, relaxing afternoon sailing around the Bay. In fact, it was in such



— cont'd

Beginning next month, they'll be building a house that Jim designed on his computer CAD system.

"I plan to spend the winter getting the new shop organized, working on our house, skiing a lot and getting to know my wife and kids again," said Betts. "Also, I hope to make it down to the Bay for some of the midwinter races."

revisited

contrast to the type of boats and sailing we usually do that we think Mom might even have liked it. Normally, our mother detests boats and the water so much she won't even watch movies with boats in them.

cont'd center of next sightings page

farewell — cont'd

an accomplished jazz musician and composer.

Perhaps the biggest compliment I can pay Laurie is that he never let his success get in the way of his many friendships. That was certainly evident at his and Marylue's 25th wedding anniversary party held in June at the St. Francis YC. As always with Laurie, this was a great, fun event for everybody and, as it turns out, a memorable sendoff.

Laurie's ability to have a good time both on and off the water was legend, as was his bottomless repertoire of jokes. He will be sorely missed by many.

— julian "barney" barnett

the future of navigation systems

Earlier this year there was a User's Conference for the Federal Radionavigation Plan held in Washington, D.C. I suppose the typical reaction of most sailors would be: "What is it? Sounds boring. There's probably nothing in it for me."

But that's not true. Every two years the government tries to decide what to do with the navigation systems it operates. Some of the systems are operated by the FAA for air traffic, but many are systems like Loran C (operated by the Coast Guard), SatNav (really the Transit system operated by the Navy). Omega and G.P.S. are a bit cloudy in most mariner's minds, and coastal radiobeacons are the old standby if the batteries in your RDF haven't leaked to death.

Allow me to try and summarize what was said about the future of the systems used by sailors.

Loran C — Coverage will continue around the continental United States coast until at least the year 2000. While most of us think of Loran C as a marine navigation system, a couple of years ago aircraft started using it and as a result additional stations will be built in Oklahoma and elsewhere. Thus by this time next year you'll be able to sail across Kansas without any gaps in coverage.

Seriously, Loran C is here for at least the near future and is being improved. Overseas, the future of Loran C is a mixed bag. Currently, the United States operates Loran C chains in the Med, the Marianas, Japan, and elsewhere. Our government plans on backing out of these overseas systems in 1994, but in most places the local countries whose waters are covered are banding together to keep the systems operating beyond 1994. In addition, some new Loran C chains are being established. China has decided to install one along its south coast. Unfortunately, this doesn't mean they're about to hand out cruising permits.

SatNav — This is what most people talk about when they are using the Transit satellite system. These Navy satellites continually orbit the earth from pole to pole and give decent positioning whenever they pass high enough over your boat's antenna to get a good signal. The major flaw in the Transit system is that in the lower latitudes, meaning near the equator, there can be five or six hour gaps between satellite passes. This may not sound like much, but it easily could cause problems as you make landfall on your next visit to the King of Tonga.

The Transit system is not in the best of shape because the seven satellites currently orbiting are now aging. They do, however, provide excellent navigation when three or more of them are in range of your boat, generally about seven hours out of any given day.

When complete, the G.P.S. Constellation system will consist of 24 satellites and all day, every day, Big Brother will provide us with position accuracy said to be on the order of 100 meters. However, judging from the satellites now orbiting, the accuracy is likely to be more like 100 feet. The more precise military code will give even greater accuracy. Conversation in the halls of the meeting said we only need guess at distances under 20 feet!

cont'd on next sightings page



LATITUDE/RICHARD

SIGHTINGS

nav systems — cont'd

The Feds have a plan to make things better; remember, that's what the conference was all about. They plan to discontinue Transit (today's SatNav) in 1996, which brings us to G.P.S. or Global Position System (formerly Navstar and soon to be S.P.S. or Standard Positioning Service).

G.P.S. — This the crown prince of navigation systems is up and operating, but not very well. You remember the *Challenger* space shuttle accident? The shuttle, now shut down, was used to put the G.P.S. satellites into orbit. Because it's not been operating, the satellite launches are behind schedule. The Department of Defense announced at the conference that they will be getting the satellite launch program back on track without using the space shuttle. It was announced at the meeting that complete G.P.S. coverage will be available starting in 1991.

So what's a mariner to do?

Keep your Loran C until it wears out.

If you have a SatNav/Transit set for ocean crossings, you'll be able to use it for sure until 1996. That gives you just eight year to complete that circumnavigation you've been postponing.

G.P.S. is the coming thing, but it's coming slowly — even if the

cont'd on next sightings page

'californian'

At 145 feet and several hundred tons, you couldn't exactly call *Californian's* performance "startling," but in both speed and seakindly motion she gets an unequivocal four stars. Being so big, the speed is deceptive. It seemed like we were only going a few knots, when in reality we were pushing 9 knots in about 12-15 knots of breeze. Only in the gusts do you really feel her moving. A couple of blasts hit near Treasure Island: No problem, the ship just put her shoulder down a bit and kept right on truckin'.

The motion is more like a railroad car than yacht. Simply put, sometimes you have to look over the side at the water hissing by to remember you're moving. It really is that smooth (much to the relief and delight of several landlubbers in the group).

The crew and captain were



— cont'd

knowledgeable, polite and more than happy to answer even the most ship-ignorant questions. Captain Dave Stuhlberg, substituting for regular captain Mark Crutcher, sailed away from the Corps of Engineers dock. The working crew consisted of John Burns, John Beebe, Chris Ferguson, Debra Hayes, Roger Archibald, Tom Lokocz, Peggy Egan, John the engineer and Jennifer, a former cadet back aboard for the day. Crews normally sign on for four months at a time.

The message of all this is that the ship and its many cadet and adult sailing programs are well worth the time and effort to investigate and support. These include everything from daysails to three and four-day "High Seas Adventures" for adults, to 11-day coastal voyages for

cont'd center of next sightings page



nav systems — cont'd

Department of Defense can meet its optimistic launch schedule. Also, G.P.S. sets will be pricey until enough birds are orbiting to provide nearly continuous coverage. Once this happens, however, manufacturers should start to offer mass-produced sets for those of us who constitute the lower end of the consumer totem pole.

The relatively unannounced one day conference in Washington was the only such public meeting this year of the Federal Radionavigation Plan. As some in the audience pointed out, this plan controls billions of dollars in spending — even more if we add safety and property values.

Conference organizers say they want comment from users, so if you have a comment, get it off soon to David Scull, 1988 - FRP, United States Department of Transportation, 400 7th St S.W. Washington 20590.

— latitude's mystery correspondent

Readers - The only mystery about our correspondent is his name. Either he forgot to put it on his report or we lost the cover letter. If you're that person, will you please contact us. Thank you.

so you want to be a sailing photographer

Friday — You're going to the Kenwood Cup series in Hawaii, easily the best place in the world to get the best sailing photographs in the world. But, it's 0200 in the morning California time, your Continental flight is already six hours late — will you even get to Hawaii? Prudence, some critics might suggest, would have dictated that you arrive a day early. In theory you have nothing whatsoever against the idea; in reality, a room at the Ilikai runs close to \$100/night. With yacht photos selling for what they do, economics almost always takes precedence over prudence.

Saturday — After a great deal of cajoling and juggling, Ginny has gotten you onto a boat — a twin engine Boston Whaler — with five others, including your volunteer owner/driver. It's crowded, to be sure, but it's a maneuverable boat that will allow you to get in tight for those good shots. After being bounced around and having to feverishly protect your equipment from the incessant spray — and occasional green water — the maxi group starts. What can you say — you're right up tight with the most magnificent sailing vessels in the world, it's blowing 25, the colors are perfect, and you're getting great photos, shot after shot.

The next thing you know your world is turning upside down. Literally. A combination of wind, swell and weight distribution has flipped the Whaler over. You and the others struggle to get free of the bimini top, the twin outboards, the wet weather gear and other impediments to reaching the surface. Gasping for air, you make it clear of the boat and to the surface. You dog paddle holding — somewhat ridiculously — your prized and expensive camera equipment. It's shot, the day's shot, the great pictures you took are shot. Ansel Adams never said it would be like this.

Sunday — You've got a plan. You'll rent a helicopter early in the series — before too many boats break — get terrific aerial shots and sell them to the owners and crew. You've got your processor lined up, your mailers all together, and even have a Japanese friend to translate your order forms into Japanese. Hey, they've a big market now.

The helicopter goes for \$250 an hour. You figure \$500 worth of air time will get you what you need. You lift off over Oahu and the blue Pacific and soon the Kenwood Cup fleet is in sight. Conditions are perfect! Because the sound of the rotors is so strong, you've got to talk to the pilot over the radio. You compliment his flying and tell him to close in: closer, closer, closer — *please*. He won't do it. He's too afraid or inexperienced. The boats look like dots in your viewfinder. The pilots

cont'd on next sightings page

sailing photographer — cont'd

you've worked for before get you right in there. This guy doesn't want to be on the same ocean with the fleet you're trying to shoot.

It's a waste of time. You call the charter off halfway.

Monday — You go home emptyhanded and \$250 lighter in the pocketbook. So you want to be a yacht photographer? Are you sure?

short sightings

East and West Islands — It looks like Crowley Maritime finally has a buyer for these two small islands off San Rafael directly west of the Brothers. The 10-acre West Island and 3-Acre East Island have been for sale for more than four years; asking price, \$4.25 million. That includes a beautiful home with groomed grounds, a guest house and private dock on East Island. West Island is undeveloped. No one is saying who the buyer is, as he wishes to remain anonymous. However, when we passed by the other day, workmen were erecting an arched gateway that from a distance appeared to read "Graceland West." Could that mean...? Nawwwwww.

The Barge — The Sausalito Cruising Club celebrates its 40th birthday September 16-18. Festivities for the "friendliest yacht club on the Bay" will be members only on Friday and Saturday. Sunday, however, features an open house to all Sausalito residents "as a small token of the club's appreciation for support over the years." The Rotary and other service clubs will have food and beverage stands in Dunphy Park; there will be a free band concert from 2 to 4 p.m.; and one of two small boat regattas will be open to both members and Sausalito residents.

Oakland Estuary and the Delta — From our "Why didn't anybody think of this sooner?" file comes news of a solution to the Oakland Estuary dredging quandry: use it to build up levees in the Delta. This effectively stopped the hostilities between the Port of Oakland and various fish and wildlife groups who didn't want the 440,000 cubic yards of mud in two previous proposed sights, off Alcatraz and off Half Moon Bay. The new plan, which will cost about \$1.75 million more, provides for the Port of Oakland to cover the costs of transporting and distributing the glop on and around Twitchell Island and Lower Jones Tract. The dredging is necessary for the Port to accommodate new deep-draft supercontainer ships.

Watsonville — West Marine Products, one of the biggest success stories in the marine industry, celebrated its 20th anniversary in August with the grand opening of its new headquarters and distribution center in Watsonville (between Santa Cruz and Monterey). Happy birthday, big WM!

U.S.S. Forrestal — Just when you thought it was safe to go after some ice cream... On most Navy ships, the supply division is not the most exciting place to work. But on the *Forrestal*, George makes sure nobody stays bored for long. George is the nickname given to a ghost who reportedly has walked the decks below the waterline for years. George's antics include ringing disconnected telephones, unlocking and opening locked and dogged hatches, and even appearing in full khaki uniform now and then. Reports say it has some supply personnel (including the past and present chiefs in charge) so freaked they won't even go down in the reefers, his usual haunts, anymore. Speculation has it that George might have been a sailor killed when a bomb exploded on board the aircraft carrier during Vietnam duty in 1969. Some say it goes back to World War II, when one of the reefers was used as a temporary morgue. Oooooooooooooooooooooo....

Sausalito — Good news for the S.S. *Suisun*. The historic survey ship that burned back in December is due for repair and restoration. At the urging of the Bay Model's Ed Griggs, Traveler's Insurance donated the boat to Marinship Artzone, a nonprofit group dedicated to the

cont'd on next sightings page

'californian'

groups of young people 15 to 21. These latter are the main focus and pride of the Nautical Heritage Society of Dana Point, which oversees operation of the ship.

Remaining activity in Northern California consists mainly of day sails out of Sausalito and Morro Bay during the first few weeks of September. The ship will then proceed south to her winter port,



statistics are

According to a Gallup poll, a slim majority of Americans, 53 percent to be exact, believe that boats of radically different design should not be allowed to compete against each other in the America's Cup. The poll was conducted on behalf of New Zealand's Michael Fay, with the hope of proving that the San Diego YC defender, a catamaran, violates United States' community standards of fair play. Sail America, which is managing the defense for the San Diego YC was not impressed with the poll results, which were based on

— cont'd

Dana Point. If you want to bid her adieu for the winter, plan on being out on the water September 11 as she sails under the Gate.

For more on the tallship *Californian* or any of her programs, call Ward Cleaveland in the Bay Area at 283-2249, or toll-free from anywhere, (800) 432-2201.



The 6-pounder thunders as 'Californian' passes under the Golden Gate.

like whores

interviews with 750 nationally and 300 in San Diego. One spokesman said they could conduct their own poll the next day and come up with completely different results. They probably could. As John Madden once said, "Statistics are like whores. You can do anything you want with them."

The poll also showed that 59 percent of those interviewed were unaware that there was a dispute over the kinds of boats that could be used for the America's Cup.

short sightings — cont'd

preservation of the Sausalito waterfront. We'll have more on the project in a future issue, but for now, the Artzone needs donations, either of money or skilled or unskilled labor to stabilize the boat before winter. Contact Artzone through Box 770, Waldo Point, Sausalito, CA 94965.

Malibu - Television star overboard! Officer Andy Renko of *Hill Street Blues*, known in private life as Charles Haid, spent 45 minutes in the drink off Malibu as a result of falling off a catamaran. The 40-year old actor was hooking into his trapeze harness a mile offshore when the mishaps occurred. Although he spent a long time in the water, Renko, a sensitive but tough cop, shook the incident off and said he was never in danger. Haid's next starring role is a movie titled, ironically, *The Rescue*.

United States Waters — As of December 31, it will be illegal to dispose of plastic in any waters within the 200-mile limit of the United States, including inland waters. Who is going to enforce the law? You might. There's a bounty of 50% for any reports that led to convictions, and the fines range up to \$50,000.

Stinson Beach — Falling overboard has become doubly dangerous off Stinson Beach with four recent sightings of sharks. Warning signs were posted on August 16 after a 6-foot shark leapt from the water directly in front of a shark patrol boat. Previously fishermen reported seeing a 13-foot shark only 300 yards off the beach and a shark-shredded seal on Duxbury Reef.

Someone with a gift for the hysterical has named the stretch of Pacific from Tomales Point to the Farallon Islands to the Golden Gate the "Red Triangle" in the belief that more shark attacks have been recorded there than anywhere in the world. Apparently this person hasn't heard of Florida or Australia.

Pier 45 — A new tallship will make a brief stop in the Bay September 10 to 13, and it's planning an open house aboard. What makes the 156-ft *Tole Mour* ("gift of life") special is her mission: to provide medical services to the 26 atoll islands which make up the Marshall chain. To that end, the ship has an x-ray lab, exam/emergency room, pharmacy, diagnostic lab, and portable dental, eye care and OB/GYN equipment aboard. (We're going to check the ship out just to see where they made room for anybody to eat and sleep.) The open house is from 9 a.m. until 6 p.m. on Sunday, the 11th, only. By the way, her next stop is Hawaii, and there is limited passenger space available. Call the managing Marimed Foundation at (808) 537-5586.

Pier 39 — If you want a weekend of fun, check out Pier 39's Maritime Festival September 8-11. A number of activities both on and off the water will be kicked off on the 8th by a tallship/historic yacht parade around the Bay with (hopefully) boats representing all yacht clubs. On the 9th and 10th, spectators can watch a race between 36 to 40 of those big, offshore powerboats right off the Pier. Movie star and recent powerboat racer Chuck Norris will be on hand through the weekend.

U.S.S. Forrestal — Just when you thought it was safe to go after some ice cream... On most Navy ships, the supply division is not the most exciting place to work. But on the aircraft carrier *Forrestal*, George makes sure nobody stays bored for long. George is the nickname given to a ghost who reportedly has walked the decks below the waterline for years. George's antics include ringing disconnected telephones, unlocking and opening locked and dogged hatches, and even appearing in full khaki uniform now and then. Reports say it has some supply personnel (including the past and present chiefs in charge) so freaked they won't even go down in the reefers, his usual haunts, anymore. Speculation has it that George might have been a sailor killed when a bomb exploded on board the aircraft carrier during Vietnam duty in 1969. Some say it goes back to World War II, when one of the reefers was used as a temporary morgue.

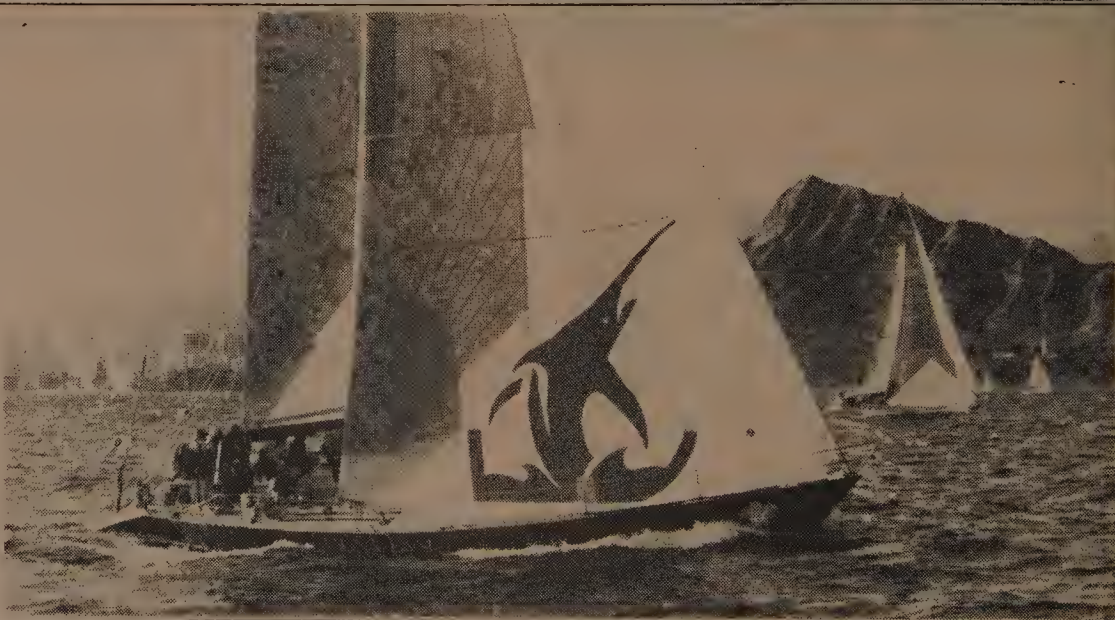
Oooooooooooooooooooooo....

1988

It was, at the same time, the worst and best showing by Northern California in a major offshore racing series.

Early in August, Northern California contributed exactly one entry to the five-race Kenwood Cup Series off Hawaii, which is easily the fairest test of offshore racing skills in the world. In previous years, 1982 for instance, Northern California had sent as many as ten worthy competitors.

While our area was poorly represented quantitatively, there was nothing wanting in the quality. Irving Loube's Farr 40, *Bravura*, saw to that. Her superb performance was arguably the best by a single boat in the ten-year history of the event.



Above, 'Mauna Lani's sail graphics were first class. Spread, 'Sorcery' powers through the blue Pacific.

KENWOOD CUP



The Oakland attorney's dark blue One Tonner took not just class but fleet honors in all three 27-mile triangle races, an unprecedented achievement. She was also second in fleet in the 725-mile Around the State enduro. Her poorest showing was the 150-mile Molokai Race, where she finished 11th in the competitive 43 boat fleet. That finish was misleading, however. *Bravura* had a comfortable 18 minute lead more than halfway through the race when remnants of hurricane Fabio suppressed the normal trades and left the boat wallowing in a huge hole that trailing boats could not avoid. When Loube said the Molokai Race was "worse than a midwinter race on the Bay", he was telling the truth, not making excuses.

Bravura's victory, however, did not come easily. She was hounded by

Australian Gary Appleby's *Sagacious*, also a Farr 40, all the way until the final race when the boat from Down Under developed rig problems.

Despite her stellar performance, *Bravura* was not the media darling. That honor belonged to the unsurpassed fleet of nine excellent maxi's and two mini-maxi's. The dearest of the darlings was clearly the new *Windward Passage II*, Australian Rod Muir's exotic fractionally-rigged Frers 80. Brand new out of the box and untested, the boat with the legendary name swept the maxi competition. After a couple of races nobody doubted her speed. Said *Sorcery's* Jake Wood, "When properly sailed, *Sorcery* is the second fastest maxi in the world. *Passage II* is the fastest."

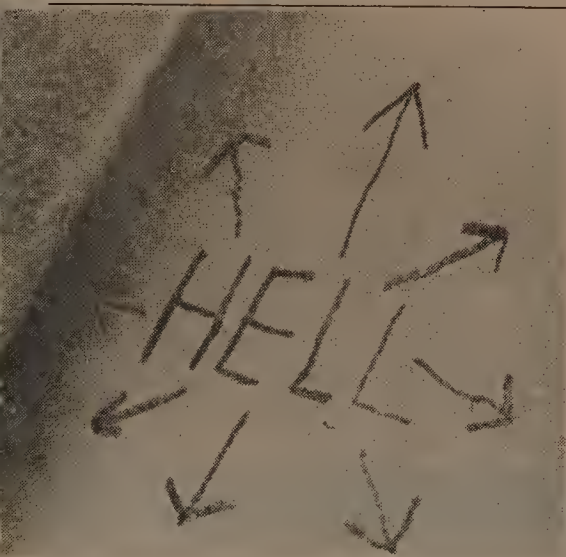
For those of you who don't remember or aren't familiar with the Kenwood Cup, it's a grand prix IOR event held every other August in Hawaii. While there are older grand prix series in the world — notably the Admiral's Cup in England and the Southern Cross Series in Australia — both are flawed compared to the Kenwood Cup. The Admiral's Cup, while it has terrific competition, is cursed by inconsistent winds and powerful tides that make winning the California lottery a matter of skill by comparison. The Southern Cross Series is a good series, but doesn't have the consistent trades or as much international competition. As for conditions that delight and attract top crew, Hawaii's warm winds and waters, as well as aloha spirit, are unanimously



considered 'mo betta.

This year's Kenwood Cup entries came from eight countries, including those as far away as England, Brazil, France, Italy and New Zealand. The bulk of them, however, were from the old Pacific Rim standbys: the United States (13, including four from the islands), Japan (12), and Australia (10). Conspicuous by their near total absence were the Kiwi's, who neglected to defend their three-boat national team crown. Some said the New Zealanders didn't show because they were preoccupied with the nautical dog and pony show to be held in San Diego this month. But the Kiwi's were also known to be miffed that the English team had received a \$100,000 shipping subsidy as a result of having been the top European boat at the last Admiral's Cup. They felt they deserved some of the loot.

'Sorcery's foredeck.



External stiffeners — or UHF antennas?

The Maxis

One of the most interesting species on the face of the earth is the maxi boat owner. Contrary to popular opinion, this group is composed mostly of self-made men rather than the indolent recipients of family wealth.

Sorcery's Jake Wood, for example, had a small machine shop before he struck it rich making airplane fasteners. *Kialoa's*, Jim Kilroy, if we remember correctly, was a postman before he became "the father of the modern industrial park". *Sovereign's* Bernard Lewis was an insurance inspector in Tasmania just 12 years ago; he now develops real estate in Queensland for wealthy Japanese and is said to have realized a nearly \$20 million paper profit from buying the old United States consul compound in Sydney. *Ragamuffin's* Syd Fischer, who owns the Sydney Ramada Inn and other significant properties, started out as a common laborer. We don't know exactly what *Congere's* Bevin Koeppel does, but it might have something to do with convenience stores. When out of earshot, he's known to some of the crew as "7/11 Bevin", an inspired handle if there ever was one.

But perhaps the most interesting of all the maxi owners — and certainly the youngest — is *Passage II's* Rod Muir. The typical maxi owner has a distinguished presence about him, but not Muir, who was the only maxi owner in Hawaii sporting a pony-tail. In fact, the long hair

combined with a salt & pepper beard and emerging pot-belly would allow him to pass on Telegraph Avenue for an aging hippie who was wise enough to have avoided the hard drugs.

Muir's laid-back air is deceiving. He is smart enough to have made about \$75 million in Aussie FM radio. He's also smart enough to have been able to make the easy-going attitude work. While fellow Aussie Lewis of *Sovereign* told his crew the trip to Hawaii was serious business and that the point was to win, Muir told his troops, which consisted mostly of old sailing buddies rather than rock stars, that they were going to Hawaii "to have some fun". The *Passage II* crew routine in Hawaii was also unique; everyone, Muir included, would gather at 0600 for touch rugby, running or swimming. "A total team effort," is the description of the primary helmsman, John 'Gargle'



KENWOOD CUP

ALL PHOTOS LATITUDE/RICHARD

McClure, sometimes of Newport Beach, California.

But Muir's casual demeanor also disguises his dedication — "he leaves nothing untried" — to projects that capture his imagination. Gargle first joined up with Muir three years ago when Muir bought the original *Windward Passage*. He remembers that Muir raced *Passage* 38 times in the first six months!

While Muir got completely engrossed in the *Passage II* project, much of the credit belongs to Graham 'Frizzle' Freeman, a close friend of designer German Frers and a vet of the *Kookaburra* defense. What they came up with on May 1 was an unbelievably hi-tech version of *Il Moro di Venezia*, which only a year ago was considered radical but is now called the "furniture version". *Passage's* composite hull weighs something on the

range of four tons less than *Il Moro's* aluminum one, which allows the former to have weight where they want it — way down low.

Then there's the matter of the smallest and lightest spar and boom ever built for a maxi. The towering 120-ft stick features an extrusion that's vertically ribbed and supported by tubular spreaders. The 'boom', if you can call it that, is externally stiffened with triangulated rigging. Words can't do this rig justice. You have to see it at the Big Boat Series to appreciate it.

Does all this hi-tech translate to speed? Paul Cayard, *Il Moro's* driver and one of the top helmsmen in the world, said there was no question: "*Passage* has a couple of clicks of speed on us." Russell Long, son of *Ondine's* Huey Long, was more graphic. "It's time for all the maxi's but *Passage* and *Il Moro* to go to the



'Insatiable' — coming at ya!

'Bravura's Billy George and Irving Loube.



scrapheap."

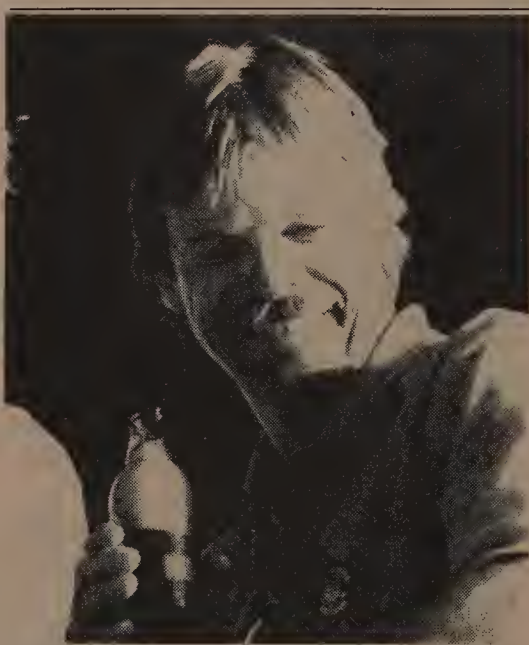
No matter how exotic, it's normal for brand new boats to have a teething period during the boat is bedeviled by bugs and the crew can't do anything right. Not *Passage II*, which one competitor suggested was "suffering" from 'new boat syndrome'. Whatever, the facts are that *Passage II* took the gun and corrected time honors for Class A in all the triangles and won class in the Around the State Race by 6.5 hours. Like *Bravura*, her only downfall was caused by the suppressed trades in the Molokai Race, when normal tailenders *Winterhawk* and *Emeraude* brought the wind down with them to correct out.

While the Class A bottom line shows a virtual sweep for *Passage II*, *Il Moro*, the fractional-rigged near sistership with former San Franciscan Paul Cayard at the wheel, was often just a hair off the pace. The 'Spirit of Venice' finished second in the three triangle races by margins of 4 seconds, 35 seconds and 32 seconds. That's darn close after more than 200 minutes of sailing in each race. *Il Moro* was even over early in the last triangle, which required her to return to the start and possibly cost her the race.

Many observers think that the



Rod and Kathy Muir.



Bruce Nelson.

fractionally-rigged maxi's enjoyed a big advantage in the triangle races. Not only does the IOR rule allow fractionally rigged boats more sail area, but the smaller headsails and spinnakers are easier to hoist, jibe and douse. *Passage's* crew, for example, was able to yank up the spinnaker by hand while the masthead boats needed a team on the grinders. As for the reaches, the fractional rigged boats had a marked advantage, as demonstrated when *Il Moro* rolled *Ondine*.

The biggest surprise in the maxi class was the raw speed of Southern California's four-year old *Sorcery*, now that she'd been fitted with a deeper 'bulb keel' that was *hecho en Mexico*. The new keel has eliminated the heavy-helm problem that plagued her in the past and made her a better boat to weather. *Sorcery* might very well have taken one or more triangles if she could have worked a few glitches out. Twice there were problems with spinnaker pole fittings and twice that spar came through the main. Then there was the Molokai Race in which they winched a spinnaker apart. In yet another triangle she was neck and neck with *Passage* but couldn't get her chute drawing on the reach for a mile or more.

Sometimes the very success of the maxi owners seems to work against themselves. Mostly brilliant individualists who are used to getting their own way,

they have trouble compromising. The result was a mess in Hawaii. The deal was that the International Maxi Class Championship Series overlapped with part but not all of the Kenwood Cup. As a result, only some of the Kenwood Cup maxi's were racing against others.

For instance, *Ondine* was only interested in the world maxi championship series, so she sailed with more crew than Kenwood would allow and then dropped out just as she crossed the finish line. *Il Moro* sailed with the right amount of crew, but like *Ondine* ignored the Around the State Race. The Aussie entries were denied permission to compete in the International Class A Yacht Association races because they were machine measured, while *Sorcery* refused to join ICAYA because they demanded too much money for the crew party.

The factionalism might have had an effect on the results as some boats simply ignored others. The very swift *Il Moro* for example, completely ignored *Windward Passage* to concentrate on ICAYA boats. Ridiculous, don't you think?

The grand old men of United States big boat racing, Jim Kilroy of Los Angeles and Huey Long of New York, both had their troubles.

Kilroy's *Kialoa* had to sit out the series after a compression failure during a practice race brought her rig tumbling down on deck.

Long's *Ondine* was discovered to have a hand-sized crack in the H-frame that holds the keel onto the bottom of the boat. It's

not that surprising, as her new keel has a greatly increased righting moment on a smaller bearing area — which all adds up to more stress. It didn't help that she went up hard on a coral head in the middle of the Ala Wai Harbor, either.

Class B

With entries for the Kenwood Cup stagnant the last few years, opening up Class B to ultralights was an attempt to broaden the participation base. But with only three entries it was hardly a major success this time around. And as could be expected of boats not designed to the IOR rule, the three did rather poorly in fleet standings.

The group consisted of Katsuhiko Takeda's sparkling new N/M 68 *Marishiten*; Keiichi Ishizaka's Santa Cruz 70 *Renoma* (which had just taken line honors in the West Marine Pacific Cup as *Kathmandu*), and *Emotional Rescue*, a Davidson 56 from New Zealand.



Class B was not yacht racing at its best. The much smaller *Rescue* would trail far behind the two larger boats in the triangle races and then correct out way ahead. *Rescue* was the work of Graeme Woodroffe, who previously had been associated with the superb *Exador* and the exciting *Jumpin' Jack Flash*.

For west coast sailors, the most interesting aspect of Class B was whether *Marishiten* would turn out to be the Santa Cruz 70 killer she was designed to be. We still don't know. Neither of the Japanese efforts were on the level of *Rescue*'s, so valid conclusions couldn't be drawn.

Marishiten's big shot at glory was to be her assault on *Boomerang*'s 1984 Around the State record of 3 days and

22 hours. The carrot the owner dangled in front of the crew was a free trip to Las Vegas if they crossed the finish line first. The moral of this story is that owners have to be careful of the size carrots they dangle. Right after the start, one of the crew on the runners, presumably all jacked up over the chance to win a trip to Vegas, ground the runner in so far that he brought the mast down! *Marishiten* crossed the finish line first, all right, drifting backwards just a few minutes after they started. Owner Takeda is a good loser; he flew the crew to Vegas anyway.

Class C

Honors in this class — and second in fleet — went to *Jubilation*, Jack James' old campaigner from Santa Barbara. The Frers 54, with Gary Weisman driving, sailed the series with some distinct advantages. The rest of the fleet, two Farr 50's, a N/M 50 and a Peterson 48,

were all smaller and thus never a threat to give the bigger boat dirty air or sloppy water.

Jubilation also benefited handsomely from good fortune in the Molokai Race, which counted 1.5 times that of the triangles. She was one of the few boats that had wind all along the course and came out the big winner.

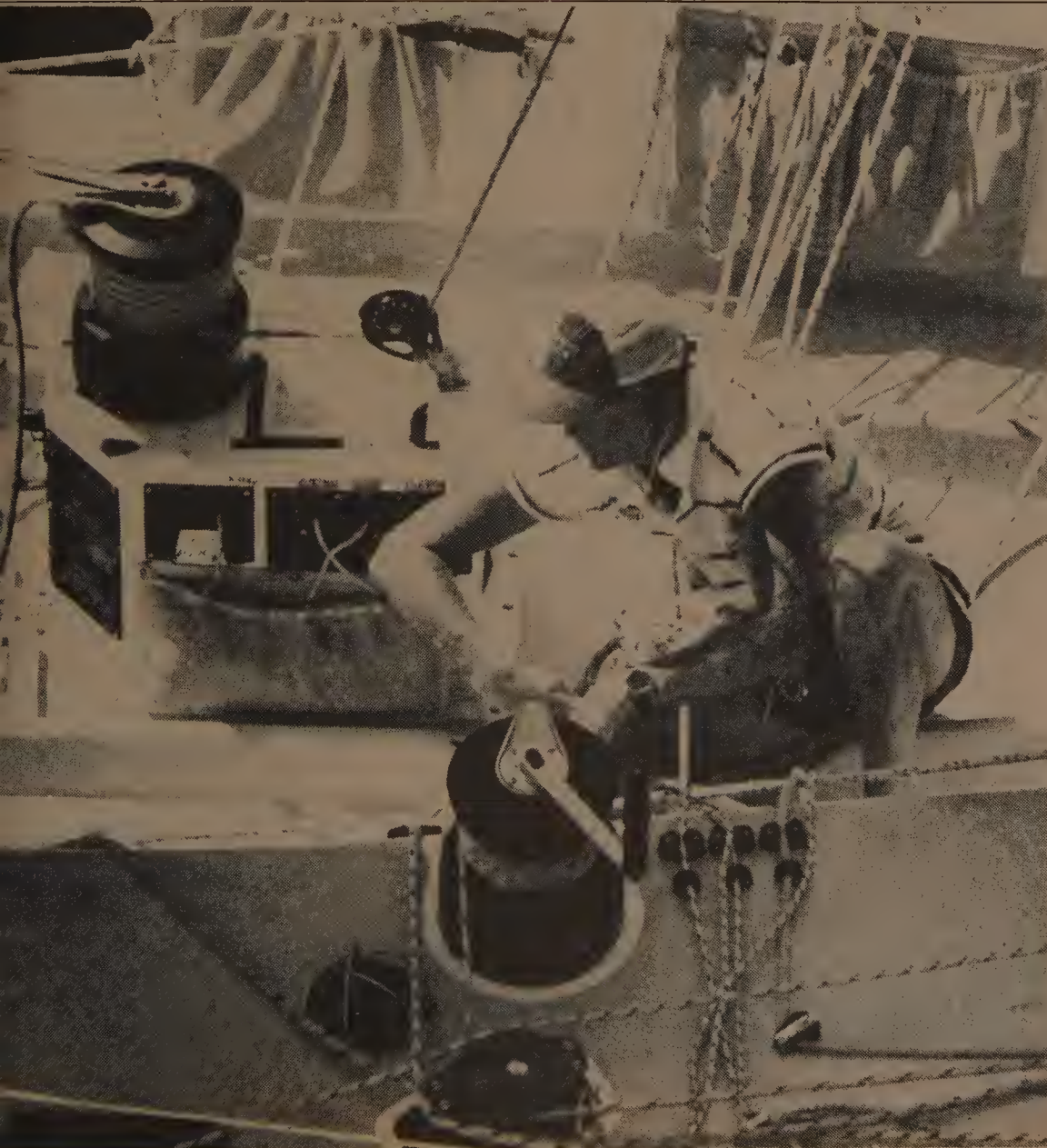
While not trying to take anything away from her, *Jubilation*'s performance was not on the level of *Bravura*'s. The former only won her class twice and had a fleet record of 7-4-1-9-7. *Bravura*, on the other hand, had three firsts and a second in class, and a stellar 1-1-11-1-2 record in fleet.

In fact, *Jubilation* edged David Forbes' Farr 50, *Great News*, by just a single point in class and five points in fleet. Actually, there were two Farr 50's in Class C; *Great News* and the Aisher family's 27th *Yeoman*. Ironically, *Yeoman* was the Farr 50 Forbes had raced (as *Great Expectations*) in the previous Kenwood Cup. Why would anyone race a design, then go to all the expense to build a near replica? It's all about the advantages of high-technology. Because of the lighter carbon fiber hull on Forbes' new boat, more weight could be used as ballast and the boat would perform better. Indeed, Forbes, a former gold medal winner in Stars, beat his old boat easily in every race.

The big disappointment of Class C was Mark Morita's Southern California-based N/M 50, *Champosa V*. This was a spare-no-expense program that featured a gorgeous boat launched in February and wonder of wonders, an agreement by designer Bruce Nelson to sail the Around the State Race. The Hate the State Race is declined by many a modern rock star. Nelson is one of the most skilled drivers around and has won a lot of big races, but everybody and every boat has their off series. This was his and *Champosa*'s. They were way off the pace in class, winning only one triangle, and finished the series in the middle of the fleet.

Easily the prettiest boat in class — and fleet — was the Peterson 48 *Mauna Lani Flash*, which formerly raced as *Libalia Flash*. The name change was in appreciation of the sponsorship (said to be huge) by the Big Island's Mauna Lani Resort. We're talking a hull tastefully

Sorting things out on 'Great News'.



done in a new Awlgrip color, 'Mauna Lani Blue', as well as silver, red and a couple of other colors that highlighted a leaping marlin. Not only was there another marlin on the spinnaker, but North Sails even managed to work one



into the headsail. It was once again proven, however, that beauty will only get you so far. The aging *Flash* was well off the pace despite a new keel, mast, sails and Dick Deaver at the wheel.

Class D

The Kenwood Cup's 150-mile Molokai middle distance race is considered by experts to be among the two or three best in the world. The early evening start and channel crossing, provide drama, as does sailing across the face of Molokai in the middle of the night. The 75-mile spinnaker sprint back across the windward side of Molokai and the often boisterous Molokai Channel are the stuff dream races are made of. But what really seals the race's reputation is the reliability and consistency of the wind. You know you're going to get good wind in the Molokai Race.

At least you used to know that. This year's Molokai Race was rendered a crashshoot by the first of five tropical depressions marching across the Pacific. Boats that earned comfortable leads across the unusually smooth Molokai Channel and over to Maui suddenly found themselves in gaping holes and being passed by lesser boats. In some cases entire classes simply died.

No group or boat knows this better than Class D and *Insatiable*. Trapped as a group, the best any class D boat could muster was a lowly 28th, with the N/M 45 pulling down a miserable 31st. Had *Insatiable* been able to score an average of her other fleet finishes, 3-8-2-1, she would have actually beaten *Bravura* for the title. Of course, if the queen had balls she'd have been king.

Insatiable was able to salvage some satisfaction by coming back to win what

might well have been the last Around the State Race. With excellent drivers such as Robbie Haines, Mark Olsen, Skip Allan

'Great News' in the thick of battle.

and Dean Tank, plus the near miraculous tactics of Skip Allan, *Insatiable* took the final race by a luxurious two hour margin.

For years the Around the State Race has been damned by participants because of the three holes — off Niihau, off South Point and off Hilo — that have proven so difficult to get around. By a combination of luck and skill, navigator Skip Allan was able to guide *Insatiable* around each hole without stopping. But his most stunning achievement took place approaching Kapoho Point, which is always a beat before you round the corner, pop the chute and run back to Honolulu. Somehow, Allan arranged for *Insatiable* to be spinnaker reaching in flat water rather than beating, as most other boats did. As they rounded the point and cracked off, the night clouds parted, revealing hot lava running down the sides of the volcano. After the race, co-owner Dean Tank turned to Skip and said, "Thanks, I've never sailed with God before."

Allan was presented with the navigator's trophy at the awards dinner, and received perhaps the biggest round of applause.

Despite the disastrous Molokai Race, the Chicago boat won class easily over the English boat *Indulgence* and Japan's Togo X. The two fractionally rigged foreign boats were blazing on reaches, but were no match for *Insatiable* going to weather.

Elsewhere in this class, David Hughes R/P 42 *Quintessence* from Santa Barbara was a disappointment, doing poorly until a broken stemhead fitting in the 4th race knocked her out for the series. In the it's-the-people-not-the-boats category,

Lowell North's old *Sleeper*, which was 2nd in class and fleet last time, was a consistent bottom finisher in the hands of new Japanese owners.

Class E

Bravura's crowning achievement was no accident, but rather the culmination of lessons learned in many years of racing on the ocean. Owner Loube has been the most resolute competitor in the history of Northern California racing, having done everything from Tahiti races and TransPacs, to numerous Big Boat Series, Clipper Cups and Long Beach Race Weeks. "Over the years, we've learned a lot of little tricks to make the boat better," he allows.

His current *Bravura*, a Farr 40, isn't the product of whimsy, either. Loube had made a special trip to the Admiral's Cup in England to pick the design that would suit his goals. He chose the Farr 40 because "it had all the features to be successful in closed course racing." The fractionally rigged boat is surprisingly good in winds under 5 knots, average in 5 to 10 knots, and then excellent to matchless in stronger breezes. In other words, "she's an ideal boat for Hawaii."

The victorious crew consisted of Geoff Stagg from the Farr office ("their support was invaluable"), bowman Peter Cameron, and an afterguard made up of Bruce Easom, Paul Dusalliant, Dennis George, George Hindy, Jim Robbins, Richard McAllister, Loube and helmsman Billy George.

Recognizing the importance of crew compatibility, the *Bravura* team went beyond the normal superficial crew meetings held before races. "I'm a great one for having everybody speak up," said the owner. "We go around the crew asking what they think about things; if there's any way we can help them do their jobs; if there's any way we can solve the problems of the previous day." Once the race starts, it's quiet on *Bravura* with only a few key members providing necessary information.

It's been said that watching yacht racing is like watching paint dry. Nonsense. Scrutinizing the *Bravura* team in action was a satisfying spectator sport. Seeing them in battle for their place in the crowded line, examining them

1988 Kenwood Cup Results

Fleet	Class	Yacht	Type	Owner	Country	Race 1	Race 2	Race 3	Race 4	Race 5	Total Pts
Class A											
4	1	<i>Windward Passage</i>	Frers 82	Rod Muir	Australia	1	1	3	1	1	124
15	2	<i>Matador</i>	Frers 81	Bill Koch	US	3	2	7	4	3	92
19	3	<i>Wintethawk</i>	Farr 68	Hal Day	US	8	4	1	7	5	76
18	4	<i>Sorcery</i>	Mull 82	Jake Wood	US	DNF	4	4	3	6	73
20	5	<i>Il Moro di Venezia</i>	Frers 80	Raoul Gardini	Italy	2	2	5	2	DNS	70
25	6	<i>Sovereign</i>	Pedrick 84	Bernard Lewis	Australia	4	6	9	8	4	62
26	7	<i>Congere</i>	Frers 77	Bevin Koepfel	US	5	7	6	9	5	61
30	8	<i>Emeraude</i>	Frers 72	Jacques DeWailly	France	6	8	2	5	DNS	55
24	8	<i>Ragamuffin</i>	Frers 79	Syd Fischer	Australia	8	5	8	5	7	55
43	10	<i>Ondine VII</i>	Frers 79	Huey Long	US	DNF	DNF	DNF	DNF	DNF	DNF
Class B											
38	1	<i>Emotional Rescue</i>	Davidson 56	Graeme Woodroffe	New Zealand	1	1	3	1	2	29
40	2	<i>Renoma</i>	SC 70	Keiichi Ishizaka	Japan	3	3	2	2	1	26
35	3	<i>Marishiten</i>	N/M 68	Katsuhiko Takeda	Japan	2	2	1	3	3	23
Class C											
2	1	<i>Jubilation</i>	Frers 54	Jack James	US	2	1	1	2	2	55
3	2	<i>Great News</i>	Farr 50	Forbes/Calvert-Jones	Australia	1	2	2	3	1	54
17	3	<i>Champosa V</i>	N/M 50	Mark Morita	US	3	3	4	1	3	38
29	4	<i>Yeoman XXVII</i>	Farr 50	Robin Aisher	England	3	4	3	4	5	25
37	5	<i>Mauna Lani Flash</i>	Peterson 48	Ari & Libbie Kamisugi	US	5	5	5	5	5	13
Class D											
5	1	<i>Insatiable</i>	N/M 45	Kriebel/Lee/Tank	US	1	1	4	1	1	108
10	2	<i>Indulgence VI</i>	Andrieu 43	Graham Walker	England	4	2	2	3	2	98
12	3	<i>Togo X</i>	Takai 44	Togo Yamada	Japan	2	3	3	2	3	95
27	4	<i>Mimi</i>	Farr 43	Junichi Kawai	Japan	5	6	7	4	4	63
31	5	<i>Vanguard</i>	Farr 43	Carusel/Drent	Australia	6	8	5	6	5	55
36	6	<i>Quintessence</i>	R/P 42	Don Hughes	US	3	5	1	9	DNS	53
32	7	<i>Sleeper</i>	N/M 43	Takebe/Ohno	Japan	7	4	6	7	7	48
33	8	<i>Ninja</i>	Davidson 44	Ryutaro Nishida	Japan	8	7	8	5	6	42
42	9	<i>High Roller</i>	Holland 43	Ian Stewart	New Zealand	9	9	9	8	8	19
Class E											
1	1	<i>Bravura</i>	Farr 40	Irving Loube	US	1	1	4	1	1	199
9	2	<i>Sagacious V</i>	Farr 40	Gary Appleby	Australia	2	2	1	3	13	156
8	3	<i>The Esanda Way</i>	Davidson 40	Warren Johns	Australia	7	11	3	6	2	152
7	4	<i>Juno</i>	Humphreys 40	Michael Peacock	England	5	4	7	6	5	146
6	5	<i>R. Ultimate Challenge</i>	Dubois 40	Lou Abrahams	Australia	3	3	12	4	5	141
11	6	<i>Kaitaro IV</i>	Farr 40	Ikuo Chiba	Japan	8	6	5	15	3	138
14	7	<i>Victoria</i>	Takai 40	K. Ogino	Japan	4	7	8	2	12	127
13	8	<i>Once a Jolly Swagman</i>	Davidson 40	Chas Jacobson	Australia	10	9	11	8	4	116
20	9	<i>Black Jack</i>	Farr 40	L. von Lachmann	Brazil	6	5	2	5	DNS	115
18	9	<i>Venture I</i>	Frers 40	Max Ryan	Australia	11	8	6	10	9	115
23	11	<i>Matenrow</i>	Yokoyama 40	Naoyuki Sugiyama	Japan	13	12	9	7	14	98
22	12	<i>Karasu</i>	Takai 39	Nanamori/Suzuki	Japan	12	13	10	11	7	93
28	13	<i>Miho</i>	Yokoyama 40	Shigeharu Hamada	Japan	14	14	13	12	10	86
34	14	<i>Seikaiha</i>	Jeppesen 40	Hiroshi Kiyota	Japan	DNF	14	15	13	11	50
39	15	<i>General Hospital</i>	Farr 40	Tom Walinski	US	9	10	16	DNS	DNS	50
41	16	<i>Cane Fire</i>	Andrews 39	Everett Flanders	US	DNF	16	19	14	DNS	21

rocketing away from the pack after the start, observing the pumping of the sheet, main and rudder during the spinnaker reaches. It was great stuff that made us... well, proud to be Northern Californians!

The Future

With this year's participation at the same level it was two years ago, the Kenwood Cup looks healthy on paper. With the severe decline in the popularity of IOR, though, the future is not that secure. For example, if you took away

this year's once-in-a-lifetime maxi and One Ton fleets, there were only 18 entries. The big winners in other classes, *Insatiable* and *Jubilation*, are both seriously for sale. Other longtime Kenwood campaigners have taken up cruising. Larry Harvey, for instance, is building a 55-ft Nelson/Marek center cockpit cruiser.

All is not black. Sponsorship of individual boats is increasing. The Aussie team already has their sponsor signed up

for 1990. And the Kiwis are sure to return in force. But seeking to bolster the numbers, Kenwood officials announced that ultralights and IMS entries will be encouraged and that the Around the State Race will probably be eliminated in favor of a shorter, fairer event.

Whether these measures are adequate to ensure a bright future remains to be seen. The only thing for certain is that it would be a tragedy for the greatest ocean racing series in the world to stagnate or decline.

— latitude 38

ST. FRANCIS YACHT CLUB:

Location, location, location. Retailers know the important role this factor can play in their success. In the world of yacht clubs, few can match the location of the St. Francis YC. Perched overlooking San Francisco Bay with the Golden Gate Bridge in the background, the St. Francis sits on perhaps

well as international organizations such as Australia's Royal Prince Alfred Yacht Club and England's Royal Thames Yacht Club.

What makes the St. Francis "great is a mixture of factors. One, of course, is size. The St. Francis lists around 2,300 members, many of them powerful captains of industry and commerce who enjoy their recreation on the water. They also count among their members several of the world's leading sailors, such as Tom Blackaller, Irv Loube, John Kosteki, John Bertrand and even San Diego's Dennis Conner, a non-resident member. The clubhouse covers much of the 60,000 square foot piece of city-owned land which it has occupied for over 60 years.

They also own their Delta station, a 40-acre hideaway called Tinsley Island, site of the club's annual Stag Cruise and other special weekends.

Their racing schedule is one of the busiest around. In fact, few other yacht clubs in the U.S. or anywhere else oversee as many as 35 regattas each year, many of international, national and regional importance. They have hosted such notable events as the Star World Championships, the J/24 North Americans, the 505 World Championships, the Etchells World Championships and a string of Australian-American



Jake Punnett's 'Dolphin' was the club's first flagship.

the choicest piece of real estate in a city that prizes property like England craved colonies.

A recent evening in the newly remodeled clubhouse illustrated the point. A group of windsurfers had just completed a summer long series of once-a-month races held off the race deck. Munching on pu-pu's (finger food) and enjoying cold beers, the 15 or so sailors cast a glance out the large bay windows. A lone wooden sloop beat up the City-front, the westerly still straining her sails and an occasional spit of spray wetting her deck. Behind her the golden sun was dropping through the rigging of the Golden Gate Bridge, gold on gold, and the Marin headlands were etched in bold shadowy relief. Everyone stopped for a moment to silently savor the view.

But there's more to just venue when it comes to the St. Francis, which has been described, often by its members, as "the greatest yacht club in the world". It is certainly one of the greatest, in a league with other American clubs such as the New York Yacht Club, the Corinthian Yacht Club in Seattle, the Eastern Yacht Club in Massachusetts, as



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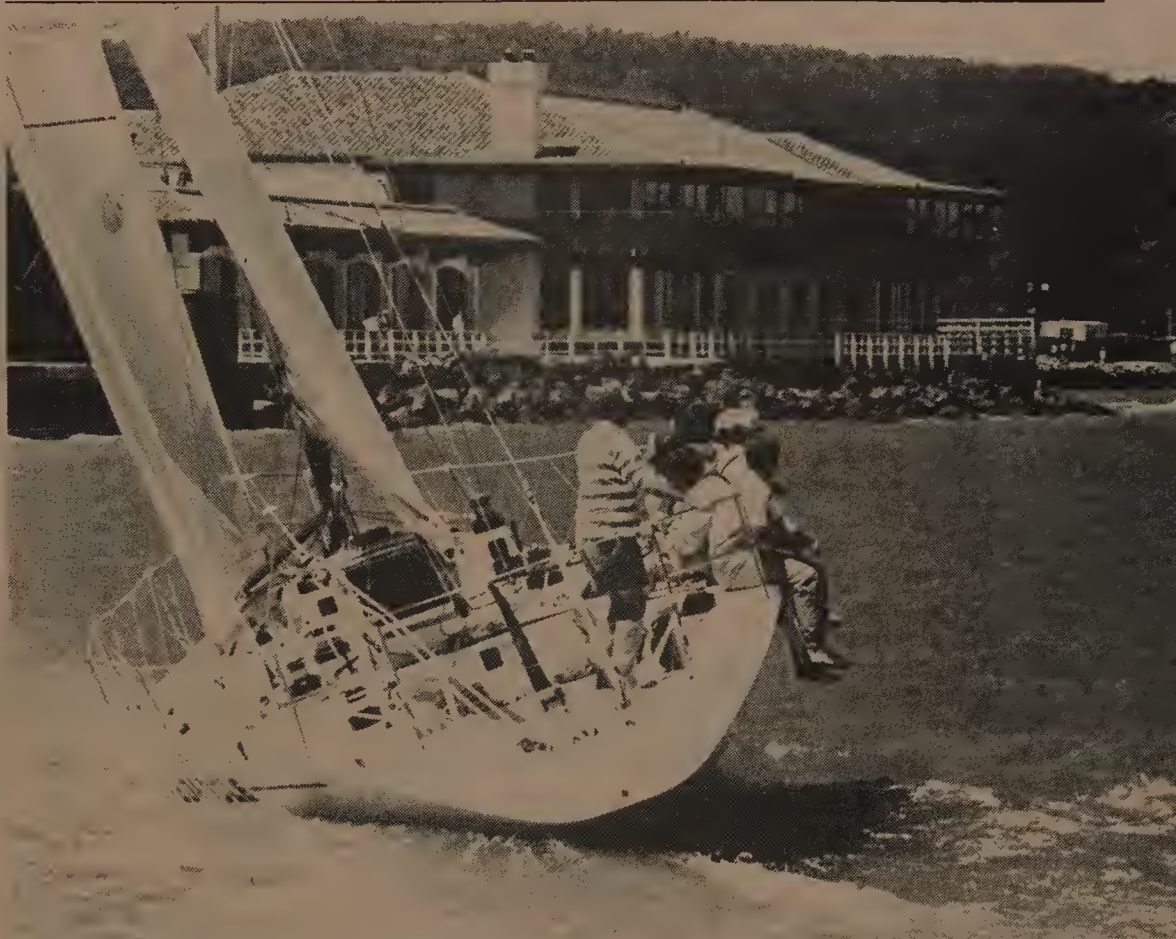
ALL PHOTOS COURTESY DENNY JORDON EXCEPT WHERE NOTED

Challenge Cups match races in 6 Meters (which the St. Francis has never lost since its inception in 1970.) The crown jewels in this year's program are September's One Ton World Championships followed by the 25th annual Big Boat Series with much of the world's multimillion dollar maxi boat fleet attending.

(Unfortunately, the 80-ft maxis, which draw up to 18 feet of water, cannot be berthed at the St. Francis docks. Even if the harbor had been dredged, an underwater sewer pipe which crosses the entrance channel would have prevented their passage.)

Of course, clubhouse facilities and racing schedules mean little by themselves. There

For fifty years, San Francisco, with its 50 miles of water frontage and its rich seafaring tradition, was without a yacht club. In



Then and now: left, the Marina area in 1914. Future site of club is circled. Above, a One Tonner aimed at the club as it looks today.

are probably bigger clubs with more boats and more money, but few with more individuals committed to yachting, sailboat racing and the idea that they really are the best yacht club on the planet. The St. Francis has more than its share of visionaries who have both the ways and the means to carry out their plans.

A history of the club includes the stories of many of those men. Staff commodore Dennis Jordan of San Francisco, the only living member of the St. Francis who helped found the club in the late 1920's, has written an extensive accounting of the club's beginnings. In it, he harks back to 1870 when the San Francisco Yacht Club sold its Mission Rock clubhouse to the Central Pacific Railroad. San Francisco yachtsmen were losing much of their waterfront to land filling operations, and the SFYC's attempt at an anchorage off the Front Street Wharf in the lee of Telegraph Hill proved unsatisfactory. They eventually relocated to Sausalito, building a clubhouse on the site now occupied by the Ondine's Restaurant.

1910, the City's business leaders decided to host the Panama-Pacific Exposition. Part of the construction included a small yacht harbor for boats taking part in the Exposition regattas in 1915. Seven years later, the increased ferry traffic in Sausalito had made anchoring hazardous and the San Francisco Yacht Club was again forced to look for a new home base. Since many members lived and worked in San Francisco, they searched the City for a suitable location. Finding none, they moved even farther north to their present location in Belvedere.

A group of dissidents, led by Hart Weaver, Jake Punnett and Hiram (Jack) Johnson, Jr., decided to resign their memberships and form their own club in San Francisco. Johnson's father, the colorful Senator (and former California governor) Hiram Johnson, was called upon to help grease the skids. The group secured a 300 by 200 foot plot of state-owned water frontage. It was deeded to the City with the proviso that the site be used only for nautical purposes by a non-profit organization. A wharf was built, atop which went the clubhouse, with a formal opening ceremony on December 14th, 1928.

(Jordan, who has a delightful taste for the irreverent, notes in his history that the wharf



ST. FRANCIS YACHT CLUB:

soon began deteriorating from salt water and wave action. The club's executive secretary and former manager of the St. Francis Hos-



pital, Walter Fletcher, realized the clubhouse was in danger. Resourceful, to say the least, he located several hundred tombstones that were part of a cemetery under demolition in the City. He and several of his Filipino employees personally laid the tombstones

Farallon Clippers were once a popular class among club members, back when boats were made of wood and men were made of iron.

Area personages. The original roster included the likes of *San Francisco Chronicle* publisher George Cameron, Standard Oil di-

Fleishacker, Levi's Walter Haas, *Examiner* publisher George Hearst, paper scions Willis Walker, Isadora, J.D. and Harold Zellerbach, and many others. Some, but not all, were active sailors. The racers among them are names unfamiliar to most of us now, men like L.A. Norris, Mark Fontana, Arthur Rousseau, and Painless Parker. Perhaps the best remembered was Lester Stone, a founding member and maybe the most famous local boatbuilder/sailor of the last century.

The St. Francis survived the Depression, but not without some consternation on the part of members. Initiation fees, which were an astronomical \$1,500 in June, 1929, dropped to \$25 in 1938 for non-boat owning members and free for those with a boat. Slot machines and bootleg whiskey helped ease them through the hardest times. Generous members also forgave parts of the club's debts in exchange for the excellent meals, which have always been a hallmark of the St. Francis.

The good times following World War II replenished the club's coffers, although recruiting new members remained a crucial issue. It was one of the factors in acquiring Tinsley Island in the Delta, an issue which created stormy debate. James Michael, former owner of the magnificent black yawl *Baruna*, was commodore at the time and he recalls the tumultuous general meeting where the final vote was taken.

"The membership was closely divided,"



under the building to form a bulwark, and they remain there to this day.)

The old Chart Room was destroyed by a 1976 fire, which also claimed several lives.

From the beginning, the club's membership rolls included many prominent Bay

rector H.D. Collier, Charles Templeton and William Crocker, tugboat maven Thomas Crowley, banker and civic leader Herbert

says Michael, who is not only a businessman, lawyer and co-founder of the Barent Winch Company, he also holds the patent for the J-lock snap shackle. "Would owning Tinsley be too expensive?" some wanted to know. Others felt it would be to our benefit to own some land since we might lose the cityfront lease someday. Others saw it as a way to attract non-resident members who would want to use the island for holiday cruises. Finally I called for a voice vote. I announced that it sounded to me like the 'ayes' outweighed the 'nays', and I adjourned the meeting."

While the expense to improve and maintain Tinsley has indeed been great, it has, as those who argued for its purchase contended, added a valuable dimension to the club. Non-resident members increased many fold, and the island serves as the home of the world renowned Stag Cruise, the annual homage to fraternity that draws over 600 members and guests after the Big Boat Series. The site also hosts many other events, including a couples cruise and Fourth of July weekend.

'Spike' Davis, honorary member of StFYC, hams it up before a regatta, circa 1960.



The St. Francis has always drawn outstanding sailors. In 1925, L.A. Norris won the Tahiti Race in his schooner *Mariner*. In 1928, R boat skipper Arthur Rousseau, called "The Old Fox" by local sports writers, was selected one of the ten best skippers in the



The StFYC as it looked in 1929, right before the crash.

world by *Yachting* magazine. Lester Stone was almost unbeatable on the Bay, and Myron Spaulding, who retired from a career as a violinist to build boats, earned a similar reputation.

Recruiting young sailors who can take advantage of reduced membership rates has been a long standing tradition at the St. Francis. Dennis Jordan, for example, remembers apprenticing onboard his uncle Arthur Rousseau's R boats. Current commodore Jack Keefe and his brother R.C., a staff (past) commodore, teathed on winchless yawls in the 1940's and 1950's. Their father was a founding member before them, and R.C.'s son Kenny has had a distinguished racing career for the St. Francis as well.

In fact, the St. Francis has a reputation for 'skimming' the cream of the Bay Area's sailing crop. The most recent example would be John Kostecki, the American Soling skipper in the upcoming Olympic Games. Kostecki, 24, is perhaps the proudest product of the Richmond Yacht Club junior program, yet he now sails under the St. Francis burgee.

"We're not out to steal anyone!" says Don Trask, a member of the St. Francis since 1965 and an active member of the club's race and membership committees. Trask himself was a whiz kid at Oakland's Lake Merritt sailing club and a budding force in the Star class in the early 1960's when he was approached by Leonard Delmas of the St. Francis. Delmas presented a strong case for him to cross the Bay, including the oppor-

tunity to use the St. Francis as a place for business entertainment and great sailing opportunities. Trask agreed and signed up, as did young Packy Davis, who has been a lynch pin in managing the Big Boat Series for the past decade.

Trask, in turn, has kept an eye open for other youngsters who might benefit from being members. "We're offering them an opportunity to belong to a great club," he says. When Trask became the Laser manufacturer and promoter in the early 1970's, he worked tirelessly with youngsters like John Bertrand, Paul Cayard, Steve Jeppesen, Jeff Madrigali and Scott Easom, all of whom have also represented the St. Francis at one time or another in everything from national championships to the America's Cup.

The benefits of the St. Francis are not only enjoyed by members. Youngsters from all over have participated in the club's learn-to-sail programs and the annual symposium. Teenagers from the U.S., Canada and Mexico are all invited to the latter, which features a week of intensive coaching and instruction from leading sailors. (In fact, Trask notes,

StFYC: "WORLD CLASS"

every member of this year's Mexican Olympic sailing team has attended at least one symposium at the St. Francis.)

Another lure of the St. Francis for competitive sailors, both young and old, is money. Not that other clubs don't have healthy bank accounts, but the St. Francis has been very generous in supporting Olympic, national and international campaigns, especially through the St. Francis Foundation. The club's executive race committee used to do most of the money-giving, but three years ago Packy Davis started the non-profit foundation, which collects cash and other donations. You need not be a St. Francis member to receive assistance, but it probably doesn't hurt, either.

There are other advantages to belonging. Commodore Keefe says there are only two other clubs with which the St. Francis has reciprocal rights, the New York Yacht Club and the Royal Thames Yacht Club in England. But, he adds, "you can show your St. Francis membership card just about anyplace in the yachting world and get pretty good treatment." And even though the club doesn't throw its doors open to members of other clubs on the Bay, it is available to anyone competing in a St. Francis regatta or arriving by water from another club. You can use the facilities and the docks, provided there isn't a space crunch, and you can berth overnight for a fee of \$.23 per foot. You can even hold a social function in the clubhouse, like a wedding, provided it's sponsored by a



'Painless' Parker's yacht 'Idalia', an early resident of the yacht harbor and participant in the Tahiti Race.

ing times. The men's grill, for example, excluded women for many years, a policy which worked fine for the first 40 years. In the 1970's, though, it began to wear thin, especially, as commodore Keefe points out, when they started getting more women

Club projects the aura of those who have, a mantle not easy to wear. Yet, it is not, as some may think, an enclave of the rich, and it certainly has not secluded itself from the yachting community. If there is an abundance of any characteristic, it would be the



member.

Being located stage front in San Francisco's fabled shoreline, the St. Francis has, in a sense, had to make itself available to outsiders. It has also had to adapt to chang-



Teddy Roosevelt? Erroll Flynn? Jack Nicolson? No, they're past commodores. (L-R) Jack Punnett, Mogie Eickhoff and Wm. Stewart, III.

members. "We couldn't really expect them to pay their dues like everyone else and not let them use the facilities!" he says.

For the have nots, the St. Francis Yacht



urge to be out on the water, especially in a sailboat, and most often racing. That common thread runs throughout its 60 year history, and for those of us who are not members but who share that urge, the St. Francis Yacht Club has been a helpful friend.

— shimon van collie

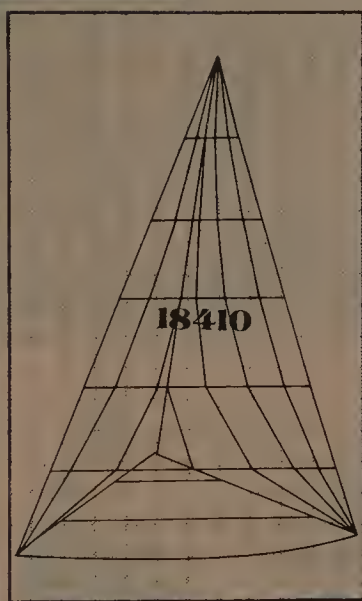
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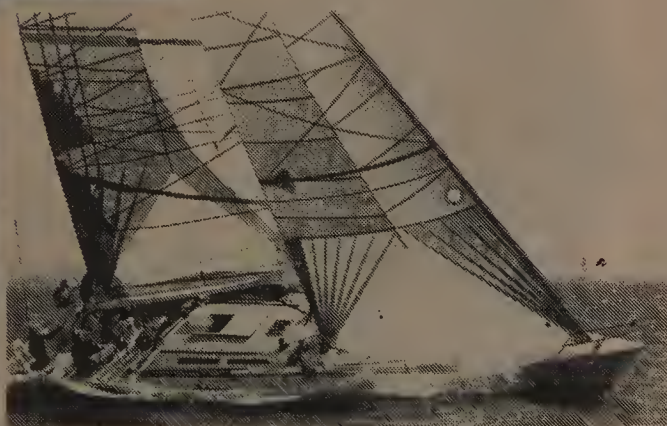
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VALLEJO HO-HO '88:



Everyone who cares, which is most Bay area racers, knows that the original Vallejo Race was cancelled the day before its April 30 start due to oil spilled from the Shell Oil refinery in Crockett.

But VYC wasn't about to let a lube job destroy an 88-year tradition so they rescheduled the race for July 30-31. As in years past, a lot of people — 318 boats and around 1,000 sailors — came, they saw, they partied. Though down in numbers from last year's 500-plus participants, it was a pretty good turnout for a month when many sailors were away on races like Pacific Cup, or recently home from the Catalina Race. Those numbers also keep secure its place in the record books as the largest inland race in the country.

The Saturday start was overcast and windy. By the Brothers, though, the sun was shining through and jackets started coming off. As always, the Vallejo YC offered warm weather, a warm welcome, and cold beer. As you can see, the club marina once again filled to capacity and overflowed into the municipal marina. If you've never been there, it's a treat to

Look at all the boats!



hear "air traffic control" directing you to a berth over the loudspeaker. As always, some newcomers (and oldcomers) ignored the instructions and just parked where they wanted.

As the only blight on an otherwise fun night of dinner and dancing, a misunderstanding between some racers and the race sponsors — Carlsberg, KRON TV and Pier 39 — deserves mention. As most racers know, this sponsorship was a hastily arranged one, coming on the coattails of the cancelled Ultimate Yacht Race. As such, details such as free beer weren't able to be worked out. Since ABC (as in Alcohol Beverage Control) laws prohibit the club from taking free beer, they had to buy it from Carlsberg -- and charge racers for it.

A few racers grumbled that "the sponsors didn't provide anything to the racers as far as I could tell," but that didn't stop them from going through 18 kegs of Carlsberg and uncounted bottles. The '50s and '60 music provided by

JOHN ARNDT

BETTER LATE THAN NEVER



"Your Mama", and the unique sound of Brian Tubb, the "One Man Band" (both of which Carlsberg *did* pay for, incidentally) kept revelers going until the wee hours.

The run back south started in light air and max flood, which made many boats late for the line. The breeze filled in in

Smile!

San Pablo Bay, and held steady at 15 to 20 right through the new finish line off the San Rafael channel.

Originally, YRA was not going to count scores in this late Vallejo Race into the overall standings. In the end, however, One Design and IOR classes did count the two-race weekend. HDA did not.



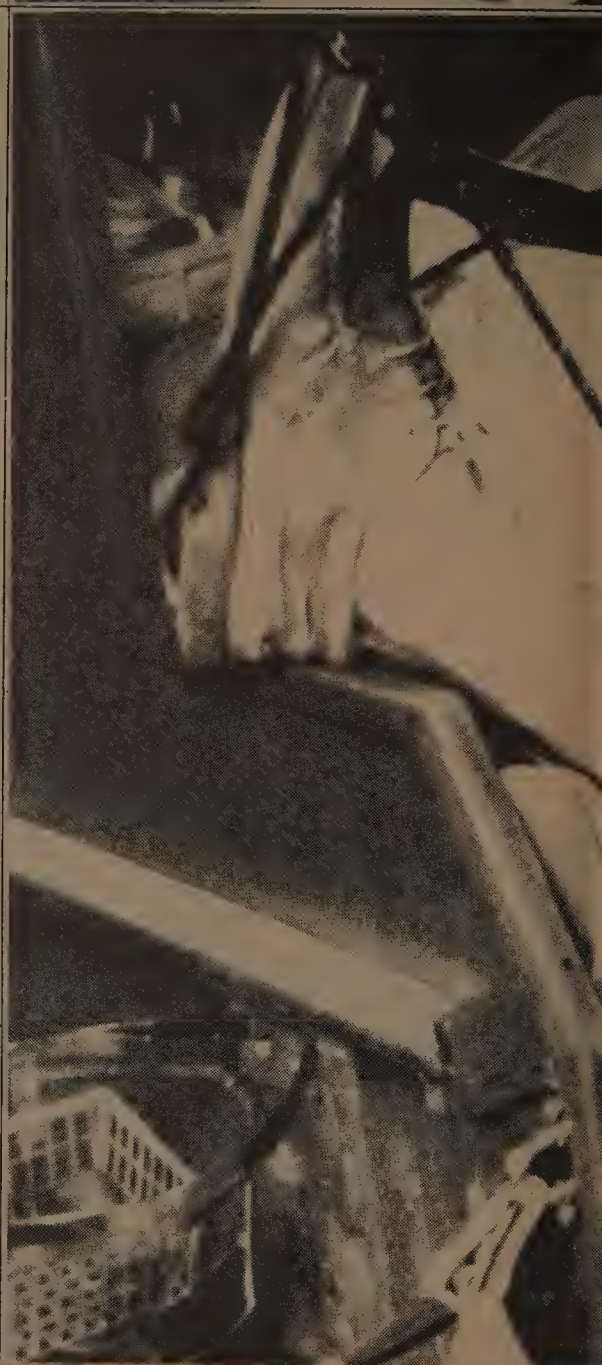
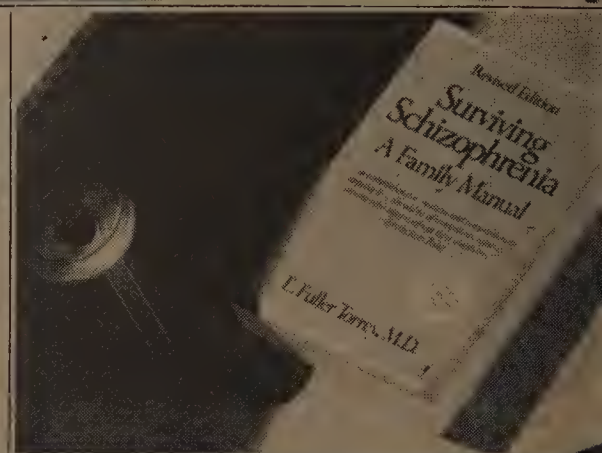
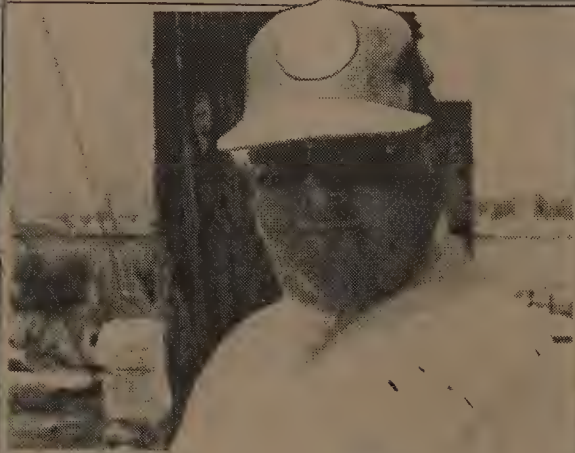
Next year, barring some other freak accident of man or nature, the Vallejo Race will once again herald the season opener for YRA racing in late April. At this writing, depending on YRA's okay, it may or may not be sponsored. If it is, Carlsberg spokesmen say it will be a full-pop deal with free T-shirts, beer and other goodies. If not, Vallejo YC is toying with the idea of creating a separate sponsored event in addition to the Vallejo Race.

For results, turn to *The Racing Sheet*. For more on the Race and the partying, we'll let the pictures do the rest of the talking.

— latitude

JOHN ARNDT

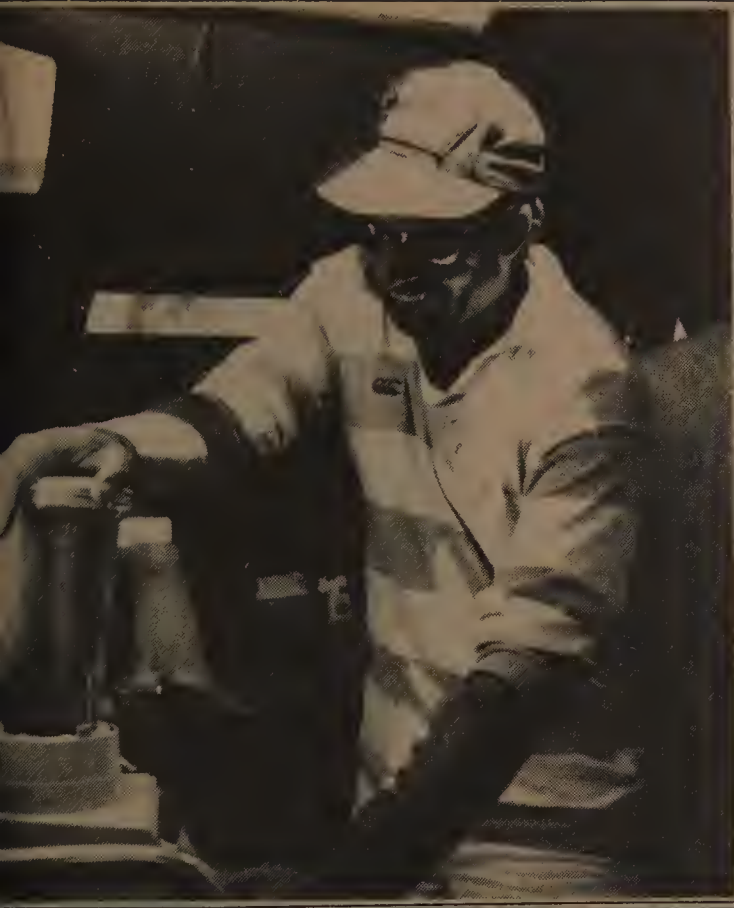
VALLEJO HO-HO '88:



Vallejo '88 through the eyes of our roving (female) reporter, clockwise from above: left: first things first, don't want to hit the dock with plain-jane toenails; hanging out after the race (what is this guy doing?); Tres Amigos: "Get out of here, you're too beautiful"; the air traffic controller at Vallejo YC; required reading for racers?; mixing away in margaritaville; watching the Sunday start; conserving energy during the ride up for the grueling party ahead; (above) boogying north.

ALL PHOTOS BY LATITUDE/KAREN EXCEPT AS NOTED

BETTER LATE THAN NEVER



OLYMPIC

On August 23, a torch was lit amid the ruins of Olympia, Greece, and an athlete, holding it high, began a slow trot east. In the next 25 days, the torch relay will use hundreds of runners to make its way 5,000 miles across two continents to Pusan, Korea. There it will ignite the huge flame that signals the start of the 24th Olympiad.

It is an appropriate symbol. Not only do the Olympics fuel the competitive fires of athletes everywhere, they fire the imagination of the world. And once every four years, for however brief and symbolic the moment has become, the countries of the world are united in the spirit of friendly competition.

This Olympics, not even continual dousing by the choppy waters of Suyong Bay can douse the bonfire that is the 1988 United States Sailing Team; a group that team leader Andy Kostanecki says could well follow in the footsteps of the 1984 team by winning more medals than any other U.S. team.

That's high praise, indeed, considering that this team may have to overcome significantly more obstacles to attain those medals. Which, we hasten to add, is not to take away from the superb accomplishment of the '84 team.

For openers, none of our 1988



Brian Ledbetter.

athletes will enjoy the very real advantage of competing on home turf as they did in the '84 Games in Los

Angeles. And they'll be no home-team crowd cheering them on.

Recall also that we boycotted the 1980 Olympics, and the Eastern Block nations followed suit in 1984. In that sense, the U.S. hasn't competed in a "full strength" Olympics since 1976. And some of the best sailors in world are from Russia and East Germany.

Then there is Pusan itself. Its Suyong Bay may present the most unpredictable venue for Olympic sailors ever.

When several of the present team members raced in Suyong Bay — an "open" Bay similar to Monterey — in last September's Pre-Olympic Trials, they were shocked to encounter stiff wind, open-ocean swells and hellacious current. (One boardsailor who broke a boom was swept way before anyone noticed. He drifted three miles up the coast and finally, luckily, swam the rig ashore.) This "unusual" weather pattern was blamed on unseasonal typhoons that went by before and after the competition. Normal September weather is said to be moderate winds with negligible current, but you can bet your seabooties that each of the 30 to 35 expected teams will come prepared for anything.

On the other side of the coin, there are probably just as many similarities between this team and those of the past. Like those who have gone before, our 1988 Sailing team have paid their dues, and collected their awards, through years of national and international competition. In fact, at one time or another, they have raced against all the same world-class sailors they'll meet in Pusan — in what many will call tougher competition than the Olympics.

That may be true, but nothing touches the Games in terms of prestige. Let's face it, except for the America's Cup (and its current spinoff), nobody cares much about sailing, *per se* — or running, or swimming, or dressage — but everybody cares about the Olympics. Again like those who have gone before, that adds a whole new dimension to the notion of "being under pressure."

"For most people, it's beyond anything they've done before," says '84 FD Gold medalist Jonathan McKee. "The level of expectation placed on you puts a lot of pressure on. It's really important to



keep it in perspective; to keep the attributes that got you here -- and to still enjoy the sailing."

Perhaps the biggest obstacle on the road to Pusan has already been overcome: the Olympic Trials. As mentioned, the people who make it as far as the trials have in large part forsaken work, family and most other semblances of a normal existence for the last year or two. They often sleep in beat-up station wagons, and when they're not out sailing or driving from regatta to regatta, they're out pounding on doors trying to raise money for their campaigns.

Yet, where other countries pick teams using a year-long points system, our team is selected in from 7 to 10 races over the course of a week and a half. Mid July turned out primarily light air for those races at all three locations — Marblehead, San Diego and Newport, R.I. Considering the conditions at last September's Pre-Olympics, it seemed like poor planning to some observers. Spilt milk at this point, to be sure, but worthy of mention — and future reconsideration.

One thing upon which officials and others "in the know" concur, though, is the



LATITUDE/JOHN R



LATITUDE/JOHN R

games. Charlie skippered his own 470 in a previous Olympic campaign. The Men's 470 team (and Flying Dutchman) coach is Charlie's brother Jon, who won the gold in FD's in 1984.

And the expertise has paid off. In the trials, Shadden and McKee bulletted the competition like Rambo bullets the Russkies. Six firsts and one second was the best performance of any team.

Still, John and Charlie remain realists. They don't cite one main competitor. Instead, depending on wind, John says they can expect close racing from teams from New Zealand, France, Spain, Italy, and the two Germanys. "The New Zealanders have notable boatspeed in strong wind, and so do the Italians," says John. "The East Germans are light-air specialists; and the West Germans have been the most consistent over the years."

"But," he smiles, "If we sail well we're pretty confident that we can win the gold."

Finn

Sailing the smallest and only singlehanded dinghy class in the games is a guy with big stature in the Finn class, San Diego's Brian Ledbetter. A three-time All-American while attending the Naval Academy, in real life Brian is a "real" sailor — a Naval officer.

Brian notes that the Finns, like sailboards, will be provided to Games participants. (Other class competitors bring their own boats.) That in itself "will make the racing a lot more even than some of the other classes," he says.

Allison Jolly (l) and Lynne Jewell, the first ever Womens' 470 team.

Main competition will come from the same quarter it has for a long time in the Women's 470 — world champion Marit Soederstrom and crew Brigitte Bengtsson of Sweden. The New Zealanders, British and Canadians will also field strong teams.

Mens' International 470

If "dues" count for anything in this year's Olympic sailing, 470 skipper John Shadden of Long Beach and Charlie McKee of Seattle should be shoe-ins for

Womens' International 470

Ladies first, and we're not just talking about good manners. The fact is, skipper Allison Jolly of Valencia (CA) and Lynne Jewell of Newport, R.I., will represent the U.S. in the first ever women's 470 class. Equal rights have come to the Olympics!

Allison and Lynne (who grew up in Southern California) knew and raced against each other for years before they teamed up in 1986. The most difficult part of that partnership, says Lynne, a world-class skipper in her own right, "is learning to be crew."

Allison feels they are strongest in the "medium range" of conditions, although she admits their week of daily practice in the stiff Bay breezes did a lot to hone their heavy air technique, too.



LATITUDE/JOHN R

the gold. Besides being a two-time All American and World Youth Champion in 470s, John was a team alternate at the '84

Competitors are allowed to make only limited changes in their boats (no hull sanding allowed), which further equalizes

OLYMPIC

everything. However, each competitor brings his own rig and sails; an area of expertise where Brian is considered one of the best.

Ledbetter sees his main competition coming from the Danes, the British, the Russians and the Spanish.

Flying Dutchman (FD)

There are few teams with the momentum going of skipper Paul Foerster of Texas and crew Andy Goldman of Connecticut in the FDs. They started the season by winning the European Championships, then came back across the pond to nab both the class Nationals, the North Americans, and of course the Olympic trials.

The nimble FD is the fastest of the Olympic Dinghies, so little changes can make a big difference in performance. One noticeable difference between Paul and Andy's boat and most others is their vertical rudder, made by Larry Tuttle's "Water Rat" shop in Santa Cruz. (Water Rat is supplying "blades" — rudders and centerboards — for almost all the American dinghies.) Everyone else, at least at the trials, carry rudders swept back 14 degrees.

If it's light at the Games, says Goldman, their main competition will be Spain. If it's breezy, the Danes will be right in there. "But if it's a mixed bag, we should do just fine."

Division II Sailboard

Also breaking in a class in its inaugural year is Floridian Mike

phenomenal career on all types of sailboards and in all sorts of sailboarding events. He has declined numerous offers to turn pro in order to attend the Games.

Like other Americans, Mike has had troubles with the Lechner (Australia) boards that will be provided in Pusan. For one, his was stolen and he had to build a substitute with molds provided by Lechner until he could get a replacement. Supply problems also encountered by other boardsailors prevented that from happening until three weeks before the trials. On the upside, he's had plenty of practice adapting to new equipment. Like the Finn, Mike will be allowed to sail with his own rig in the supplied board.

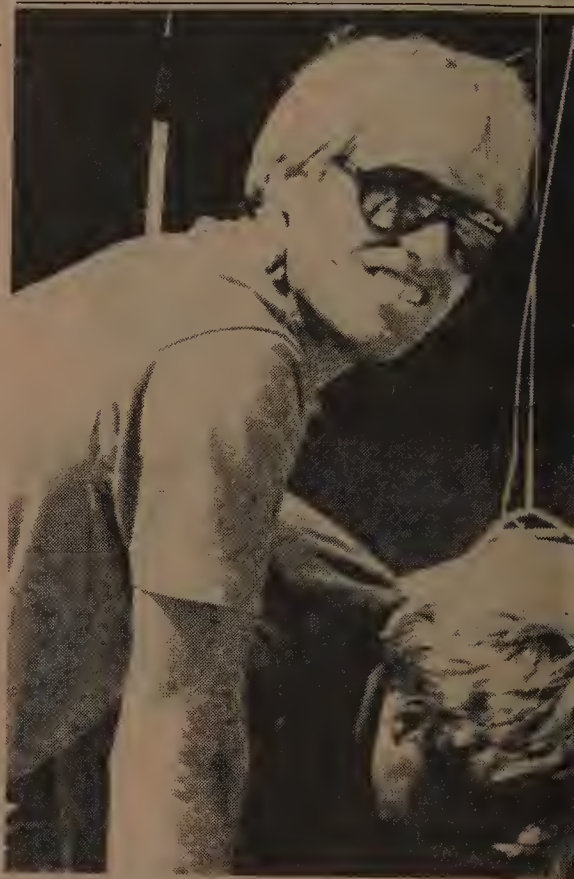
France's Robert Nagy, the top Division II boardsailor in Europe, will be Mike's biggest competition.

Star

The Star is the oldest continuously sailed class in the Olympics, first appearing in 1932. It has also been a proving ground for some of the greatest sailors now living, a fraternity skipper Mark Reynolds of San Diego and "Hollywood Hal" Haenel seem destined to join.

Reynolds has amassed enough silver racing small boats to prevent another Hunt brothers scandal. Together with Haenel, the two took second in the 1987 Star Worlds and second in the

the 1988 Worlds victor. And believe us, if Reynolds/Haenel can beat *him*, they are hot.



As American Star sailors have dominated international events for the last few years, Mark and Hal are favored to win the Gold in Pusan.

Soling

The biggest boat in the Olympics is fittingly skippered by one of the biggest names in sailing in the last five or six years: Northern California's own John Kosteki. John's rise through the ranks from local to international events has been nothing short of phenomenal, and it's safe to say he is unbeatable in Solings, and virtually so in Etchells 22s, J/24s and just about anything else he grabs the tiller of.

John's crew, Will Baylis of Carmel and Bob Billingham of Greenbrae, have been a key element in the success of most of those campaigns. Each has their area of specialization on the boat — John on sails; Will on the boat and gear and big Bob on managing the million and one little details of the project.

Long known for his organization skills, John says "We're actually more prepared than we've ever been — I think we're peaking for this event. We've been



Paul Foerster.



Mike Gebhardt.

Gebhardt. Despite being the second youngest member of the team at 22 (Andy Goldman is 21), Mike has had a

prestigious Bacardi Cup. One of the three past world champions they beat at the trials in San Diego was Paul Cayard,

ALL PHOTOS LATITUDE/JOHN R EXCEPT AS NOTED

working on the boat straight for the last two weeks and it's in the best shape ever.

"We've also been working out



LATITUDE/JOHN R

The 470 men, Charlie McKee (l) and John Shadden.

ourselves, which is something new for us. We've been running, stretching and weight lifting with a physical therapist. It's helping a lot.

"We're basically prepared for anything," says John. Denmark and East Germany are expected to field good teams, but most concede that they'll have to settle for the silver and bronze.

Tornado

Rounding out the 1988 Olympic Sailing Team are skipper James "Pete" Melvin and Pat Muglia, both of Long Beach, in the Games' only multihull — and the fastest class — the Tornado.

Pete cut his sailing teeth in dinghy classes like the Optimist and 420s, eventually becoming world champion in both classes. Though only 26, he's the Olympics veteran of the team, having three Olympic 470 campaigns under his belt. Pat is a super sailor in his own right, having won a gold medal in the Pan Am Games a few years ago.

Like most catamaran sailing, speed is the name of the game in Tornados, and

boats often end up widely spread out over the race course. Look for Pete and Pat (don't they do some kind of mime thing down on Fisherman's Wharf?) to be way ahead of the second boat in class.

As mentioned, boats in all classes but the Finns and sailboards have made their ways to Korea by the time you read this. The team will travel together — about 50 people, including the 15 racers, their coaches, team officials and so on. They will leave just before this issue hits the streets, August 31. All will start practicing immediately, except for the sailboarders and Finn people, who don't get their boats until two weeks before the start of the Games.

In the event of injury or illness, there are four team alternates. They are Russ Silvestri, Chris Steinfeld, Gary Knapp and Cory Fischer. These folks were picked for their overall expertise, and can fill in a variety of positions. For example, Tiburon sailor Russ Silvestri (who finished a disappointing fourth in the Finn trials), is qualified to sail as FD skipper or crew; Soling skipper or crew; Star skipper or crew, and of course, Finns. Gary Knapp is also an FD expert; Chris Steinfeld is a specialist in Tornados and 470s. Curiously, although Cory Fischer is obviously the choice to fill a vacancy in the Women's 470 slot, she may also legally sail in several of the other classes.

As mentioned, Andy Kostanecki is the Team Leader. He has been working with the team development for the last four years. Assistant team leader is Gordy Bowers of Minnesota. The team meteorologist — who should be worth his weight in gold medals — is Maryland's Rob Mairs. Trainer is Hap Arnold of Texas, and the boatwright is San Diego's own Carl Eichenlaub, who may be busier than he thinks. There was so much garbage floating around at the Pre-Olympic bash last year that four Tornados busted rudders in one day.

The sailing part of the Olympics will take place from September 19 through the 26th. There will be seven races in each class, with one throwout. The Koreans are said to have spent some \$50 million on dredging and construction of

what is one of the premier small boat sailing centers in the world.

Which is swell and spiffy if you expect



Team alternatives Cory Fischer and Russ Silvestri.

to attend the Olympics. For the other peons among us who couldn't find babysitters, the news is not so good. We called NBC, who you may recall slated a whole 15 minutes of sailing coverage in their estimated 100 hours of Olympic coverage, and had the following conversation.

NBC: "I don't know where that 15-minute figure came from, but it was totally erroneous. We never released anything like that because we don't know how much coverage each event will get in advance."

Us: "So sailing will get more than 15 minutes?"

NBC: "I didn't say that."

Us: "You mean it might get less?"

NBC: "I didn't say that either."

Us: "Right. But it will get some coverage?"

NBC: "'Some' is a safe word. You can say that NBC expects some coverage of Olympic sailing."

Us: "Um, is anyone there that can pin it down a little more definitively than that?"

NBC: "They're all in Korea."

Us: "You've been really helpful."

Reading between the lines (not too hard in this case), you can expect to see a lot of gymnastics, a lot of track and field, etc., etc. — but probably not much sailing until we field a sailing team that dresses like Florence Griffith Joyner.

We'll do our best to follow the action, though. Look for updates in the next issue, and a full report — from a unique perspective — in the October *Latitude* 38.

Until then, on behalf of all Northern California sailors, all the way with USA!

— latitude/jr

PART II: RAIN.

It was once the *Gran Canal de Nuestra Senora del Rosario la Marinera*, but now everybody calls it "The Gulf" because Captain George Vancouver wrote "Gulf of Georgia" on his chart back in 1792. As the first English sailor to take a summer cruise in western Canada, he promptly replaced the Spanish names with British ones and claimed everything for the King. He named the largest island for himself and gave the biggest stretch of water to his boss, George III. Later explorers discovered the Inland Passage to Alaska — the northern exit from Vancouver's gulf — so in 1865 the official name became "Strait of Georgia". The locals not given to hasty change, figure that "The Gulf" is still good enough.

We had been dawdling around the Gulf Islands for a week on our chartered Lord Nelson 41 cutter, *Kavenga*, taking in the sunshine and the sights. Now we were about to cross the Gulf itself and sail through the mountains to our ultimate destination — the supposedly indescribable Princess Louisa

Inlet. Shipmates for this adventure: new crew David and Susan; mate Jean and the skipper.

A fine travelling breeze greeted *Kavenga* as she cleared away for the 35-mile crossing.

As the cliffs became more imposing, our yacht grew smaller, and so did the people aboard her. The Skookum gripped 'Kavenga's keel and twisted her clockwise . . .

A man fishing from a tin boat near shore waved and called out, "Good day for it!" It was, indeed. Even though the Gulf is protected from ocean swells by the bulk of Vancouver Island, summer northwesterlies can make your rigging sing; and given a fetch of up to a hundred miles, can kick up a gritty

sea.

Until Captain Vancouver and subsequent bareboaters arrived on the scene, Northwest Indians paddled the Gulf in canoes. They've passed along a couple of rules: Rule 1 — If the wind comes up in the morning, it will go down in the late afternoon. Small-boat skippers may prefer to make an early evening crossing. Rule 2 — If the wind does not go down in the afternoon, it will blow hard for three days. We have never personally experienced Rule 2 conditions in summer; nevertheless, the legend persists.

Then there are the torpedoes of "Whiskey-Golf". Between Vancouver Island and the mainland, at the ideal Gulf crossing point, is a big piece of water labelled "WG" on the chart: naval firing range. Both Canada and the U.S. play war games there.

Sailing into the mountains, 'Kavenga' enters Jervis Inlet.

IN THE PACIFIC NORTHWEST?



PART II:

Monday through Saturday, with patrol boats, submarines and torpedoes. We sailed *Kavenga* carefully around the southern edge of Whiskey-Golf, and hoped that any "tin fish" swimming below also knew where the boundary lay.

"Maybe we should turn down the stereo," Susan said. "What if torpedoes don't like Mozart?"

off the starboard quarter. Torpedo! The entire crew jumped bolt upright. The skipper whacked his head on the boom. There, close astern, was a swiftly-moving black and white shape. Orca. Killer whale, not killer weapon; friend, not foe. Whew.



"Torpedoes are too dumb to know about Mozart," David replied. "They're into Heavy Metal."



Above, stalking wild oysters. Far above, the infamous Skookumchuk Narrows. Check out the tidal "speed limits".

Mozart gave way to Goodman and *Kavenga* ploughed on. Our reverie was suddenly interrupted by a loud "whoosh!" just

We watched enthralled, as a pair of orcas cruised by, sunlight flashing from their sleek bodies. They raised their tails as if to salute their companions of the sea, then vanished into the depths. "Save the whales!" we shouted. "Damn the torpedoes!"

The B.C. mainland looks formidable, even at a distance. Dark green hills rise boldly from the shore. The Cascade range looms beyond, its higher peaks capped with permanent snow. Highway 101 is but a narrow scratch along the coastal slope, a remote ganglion of California's central nervous system which finally peters out at a wooden public wharf in a fishing village named Lund. Everyone and everything moves by boat, barge or floatplane, on the network of fjords known as "inlets."

The inlets of British Columbia should be counted among the nautical wonders of the world — on a par with Bora Bora, the Great Barrier Reef and Elle MacPherson. Citizens

of this coast are friendly and helpful, and as rugged as their land — mostly fishing folk and lumberjacks. Upbound yachts are certain to meet downbound tugs towing acres of timber to the mills.

Striking inland from the Gulf via Agamemnon Channel to Jervis Inlet, *Kavenga* and crew came to the final dot on the chart before road-free wilderness takes over,



A "fine traveling breeze" pushes 'Kavenga' along through the Gulf.

Egmont, B.C. The waterfront of Egmont consists of two docks and Bathgate's General Store. Bathgate's is one of those old-timey stores, wonderfully crammed with goods, which is also the one-stop gossip center for the region. We dropped by for ice cream,

and to inquire about the exact time of slack water for passage through the tidal rapids of nearby Skookumchuck Narrows. "About 5:30," said Mrs. Bathgate, checking a schedule taped to her cash register. "Don't be late, eh?"

All the guidebooks say that the Sechelt Rapids of Skookumchuck Narrows is the most fearsome rapid of all; that the current can achieve 16 knots with an overfall of 10 feet; and that slack water lasts for only nine minutes. Who could resist? Wouldn't it be great to say that we had taken a sailboat through the dreaded Skookumchuck and lived to tell the tale?

"While you wait, there's a nice place to swim just up the hill," Mrs. Bathgate said. "Waugh Lake. The water's warm at this time of year." We put on bathing suits and



Waugh Lake, Egmont B.C., an alpine swimming hole at sea level.

T-shirts, grabbed shampoo and towels, and hiked out of Egmont.

A path leads to an overlook point above the rapids. They were running at half-past flood, maybe nine knots. The water was white — frothing, boiling white. "Didn't one of those guidebooks say that 27 people have died in these rapids?" asked Susan. "Yeah, but probably not at slack water," Dave replied.

Waugh Lake looked like a freezing mountain lake, but toe-testing belied the illusion, so we all plunged in. Bliss.

Back aboard, squeaky-clean and full of trepidation, we eased *Kavenga* toward the narrows. Thunderheads were building above the mountains. It was exactly 5:30. In the Chinook language, *Skookum* implies something more forceful than "mighty"; *chuck* means "water," or "body of water." Well, the narrows were no longer skookum.

PART II:

While we were swimming in Waugh Lake, the rapids had simmered down. Savage whirlpools had become graceful eddies. Ducks paddled serenely where three hours before no boat could have survived. Nevertheless, we steered cautiously along the recommended S-curve course and headed into Sechelt Inlet.

"No sweat," said David. "Piece of cake," said Jean. "See you again tomorrow," said the skipper, looking back at the Skookumchuck.

Thunder echoed from the hills as we came to anchor in tiny Storm Bay. A pair of bald eagles flew through the treetops and lighted on their nest, just a few yards away from *Kavenga*. Two fledgling eaglets popped up with wide-open beaks, demanding to be fed. Lightning flashed and rain came pouring down. When we arose in the morning the sky had cleared, and all the eagles were gone.

Kavenga did her best to keep up with two little tugboats which were running light and making knots for Skookumchuck and the 8:45 slack. The tugs entered the narrows in tandem, 10 minutes early, with *Kavenga* trailing discreetly behind. Suddenly, both tugs swung sharply to starboard, heeling as they turned. Then they swung to port. We could hear their engines roar.

"Jesus," David muttered. "What

ALL PHOTOS BY
ROBERT JOHNSTON

water, of course, but the last of an 11-knot overnight ebb was still trying to get out. Two giant, slow-boiling whirlpools appeared just ahead. Toothy rocks lined either side. The skookum force gripped *Kavenga's* keel and twisted her clockwise. The skipper poured on power and steered tangent to the flow, then angled outward so as to correctly enter the second whirlpool, which rotated counterclockwise. Any earlier, and we would have been in for a tussle, but at that moment, the god of Skookumchuck had no lust for fiberglass, so he just gave *Kavenga* a passing slap on her fat Scandinavian ass, and sent us on our way.

We sailed toward Jervis Inlet, wing-and-wing on the breeze which flows in from the Gulf on warm summer days. Jervis Inlet is segmented into three Royal Reaches: Prince of Wales, Princess Royal and, finally, Queens Reach. Spires of rock, wreathed in cloud, evoked memories of Tahiti. As the cliffs became more imposing, more regal, our yacht grew smaller, and so did the people aboard her. Though we knew we were sailing on an arm of the sea, it felt like rafting in a canyon — except that this "river" was more than 2,000 feet deep.

A banker and police chief on vacation — Susan and David sailing their way through the Pacific Northwest.

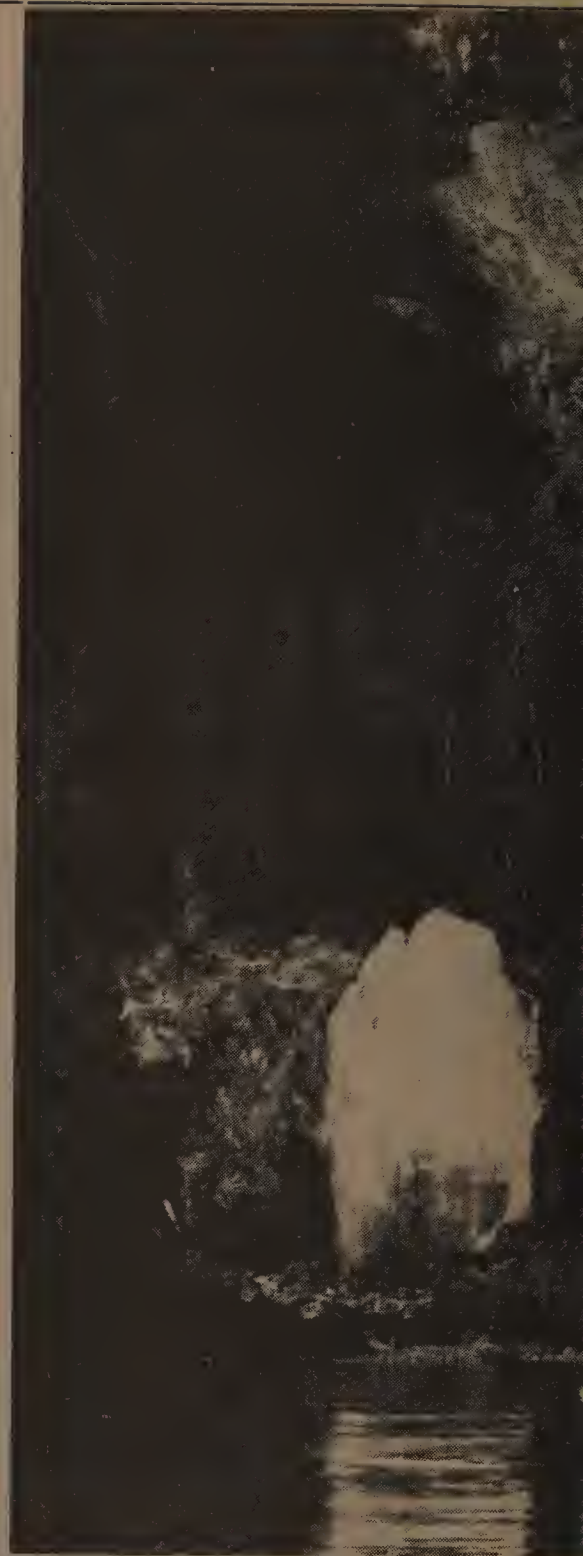


happened?"

"They were rotated," the skipper replied, with an edge to his voice.

Within a minute, the crew of *Kavenga* learned about skookum. There was no white

On the chart, Princess Louisa Inlet



looks like an insignificant appendix of Jervis. If the entrance weren't marked with a light tower, it would be difficult to spot. Vancouver passed by in that Summer of '92, and noted in his log: "About two leagues from the head of the inlet, we had observed . . . a small creek with some rocky islets before it, where I intended to take up our abode for the night. It was found to be full of salt water, just deep enough to admit our boats against a very rapid stream . . . This not answering our purpose as a resting place, obliged us to continue our search along the shore for one less incommensurable." If he had only known.

Vancouver's "very rapid stream" was Malibu Rapids at half ebb. Full speed is up to nine knots. *Kavenga*, in 1987, had the advantage of a pilot book, current table and chart.

The passage through Malibu is, at first, intimate and charming, then it opens out to



The ultimate destination: Chatterbox Falls, Princess Louisa Inlet.

doubled by the perfectly reflective water. Services were in progress after all. No sermon necessary.

Kavenga, now quite insignificant, crept humbly up the inlet toward Chatterbox Falls and the Princess Louisa Marine Park. Then the cumulus turned into cumulo-nimbus and rained on our one-boat procession.

Chatterbox Falls plunges out of the forest onto dark gray boulders with a pleasant, less-than-thundering roar. A yacht may either lie alongside nearby park floats or anchor close below the falls, where the "tail current" will keep her head-to-stream. Drop a hook anywhere else and the rode will hang straight down. The rainsquall passed, so *Kavenga's* crew assembled on the dock for our "class photo." We had arrived.

Vancouver may not have claimed Princess Louisa in 1792, but James F. Macdonald did in 1927. He had first visited the inlet in 1905 and was captivated by its splendor. Twenty years later, prospecting in Nevada, Macdonald struck it rich. By way of a Crown Grant, he purchased a large tract which included Chatterbox Falls. First he built a log cabin next to the falls, then sailed south to find a bride. Upon his return, with bride aboard, he came up the inlet just as their home burst into flames.

Macdonald built another house on a nearby island, where he lived for 40 summers. He not only permitted free access to his land, but entertained generations of waterborne visitors with stories of legend and lore. In 1953, he deeded his grant to the Princess Louisa Society, an international group of yachtspeople who shared his view that development should be kept out forever.

"In giving my property to the boating public," he once said, "I feel I am completing a trust. It should never have belonged to an individual . . . I have been only the custodian for Nature." Princess Louisa, now a Provincial Park, is still watched over by the Society. "Mac" Macdonald is buried beside his beloved waterfall.

It was as if we had Yosemite Valley all to ourselves. A few boats came and went; we yarned with their crews on the dock. David, the ever-optimistic fisherman, wore his lucky "vest of a thousand pockets," but came up

with just one 8-inch trout, though he was sure there were "monsters down there which have been growing since the ice age."



'Kavenga's northern route.

The skipper went off in the dinghy with his cameras to emulate Ansel Adams. The rest of the crew hiked to an abandoned trappers' cabin, half a mile up, from where the view was "something awesome."

When the tide was low, everyone went oystering in the shallows below the falls. The oysters were huge and succulent: we anointed some with lemon and salsa and slurped them down raw; the rest became oyster stew. Mostly, though, we simply marvelled at the transcendent beauty of Princess Louisa — the textures, the colors, the ever-changing nature of the light.

In such fashion we filled our days until we had to go.

It took another week to sail *Kavenga* back to Anacortes by way of places with names like Telescope Passage, Harmony Islands and Smuggler's Cove. We recrossed the "Gulf and slipped south through the islands, stopping again at our favorite harbors. No more rain.

Three weeks and five hundred miles in a rented yacht: we crossed no oceans and endured no hardships, but we had a remarkable vacation. So remarkable, in fact, that this summer, aboard *Kavenga's* successor, we'll sail again, on a seven-week, thousand-mile cruise to the farthest reaches of the Gulf — and beyond.

— robert w. johnston

MY SHORT CAREER

Drinking isn't always the "on ramp to the highway to Hell".

For instance, having a few drinks on the

about women).

But during a round of drinks on the patio, we got the invite we'd been hoping for.

Arriving at *Ondine*



patio of the Hawaii YC led to the fulfillment of one of our life's dreams — racing on a maxi. The event was August 5th's three-race ICAYA Match Racing Championship between Huey Long's baby blue 81-ft Frers *Ondine* and Bill Koch's 81-ft black Frers, *Matador*.

Dueling with maxi's is the pinnacle of yacht racing, the power and the glory, where the biggest of the big boys play. Having turned 35 and with our biological clock ticking against us, it was beginning to look like our dream would go unfulfilled. After all, it's said that the only thing more useless on a maxi than a wheelbarrow is an old man — unless, of course, the latter is the owner, navigator or tactician. (Don't even bother asking

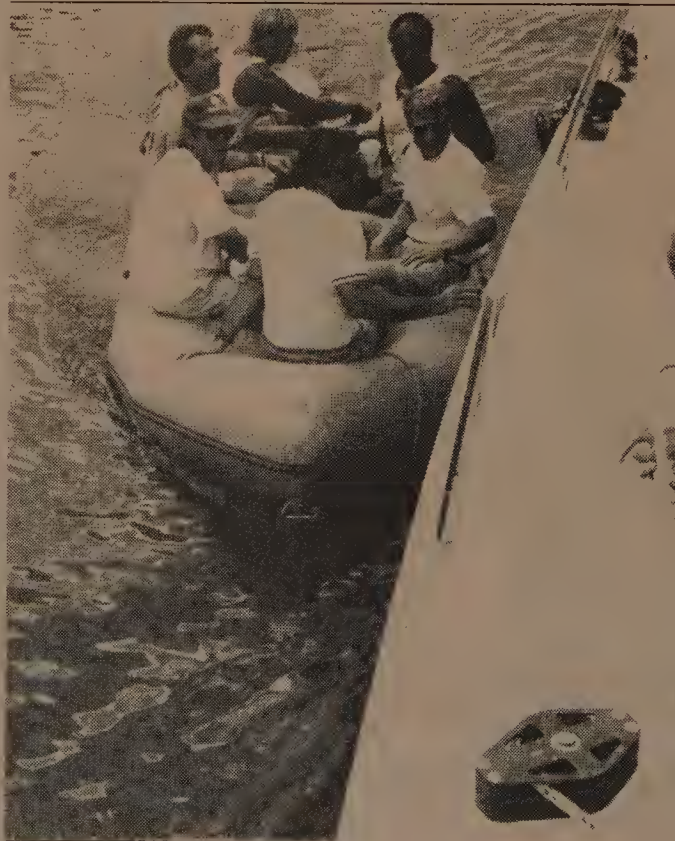
Dobbs gets a dab from "Nooga" to protect his tender nose.

the following morning, it was at once obvious that just as the rich are different from you and me, so are maxi's

different from smaller boats. *Ondine's* huge flush deck, for example, stretched halfway to Palmyra. Her deck winches made Barient 65's look like thimbles and her genoa cars appeared big enough to support the main cables of the Golden Gate Bridge. As for the spinnaker guys and sheets, they were a thin layer of dacron over a thick wire core. You didn't have to be Einstein to know that one good 'slap' on the head with such a sheet and you'd be dead meat.

Whereas most sailboats are operated by crew, it requires an army to sail a maxi. *Ondine's* owner,

Avon calling: Some of the crew showed up late.



Huey Long, is like the president. Then there were the generals: helmsman Russell Long, tactician Ed Lorence, and navigator Ben Mitchell. In addition, there were lieutenants responsible for specific areas of the boat: the bow, the runners, the coffee grinders, jib trim, etc. Finally, there were another 22 grunts who did most of the muscle work and quickly established their own pecking order. As big as a maxi is, it's crowded on deck.

While maxi crews may look like average people, they are a little different breed. They're not faint-hearted, for example. A couple of big bruises, a little blood, a whack on the head — it's all part of a day's fun. A couple of years back, Ben Mitchell lost his little finger during a race when the mainsheet traveller rolled over it. He wasn't about to have the boat drop out of the race on account of a minor thing like that.

Maxi sailors are also goal-oriented. If a job needs getting done, they don't helplessly throw up their hands; they *make* it happen. Something need attention 20 feet up the mast? The hell with the bosun's chair, one of the crew sprints up the stick like Marcy the Chimp going after bananas. Testosterone city,

that's maxi racing.

But there's trust, too. With the forces and the complex maneuvers involved, a guy's continued good health depends on how well his mates do. One relatively minor screw-up or gear failure can result in a lot of pain and a trip to the hospital. Of course, smart crew look out for their own welfare, too. Whenever possible, for example, you stay out of specific "force fields" that could shred your body.

We began race day laboring below in *Ondine's* bow, unloading sails that wouldn't be used that day. No matter if it's an Express 27 or an 81-ft maxi, nobody wants to race with unnecessary weight. Grabbing a corner of



AS A MAXI MAN

one of the big genoas, it quickly became apparent that *Ondine's* sails were a little heavier than the ones we're used to on our Olson 30. More unwieldy, too. The guy who said folding a kevlar maxi sail was like trying to fold aluminum siding knew what he was talking about.

Wrestling 200 and 300 pound sails in the ventilationless bow of a maxi in Honolulu's August heat was unpleasant, but not boring. The young men doing the brunt of the sweaty work, had, as you might expect, been on the town the night before living it up among the world's greatest concentration of beautiful young ladies. It was impossible not to hear

the stories of youth on the loose: about the two girls from Finland who had deliberately missed their plane, about the cute rental car agent, about the two blondes at The Wave, about the *Ondine* guy too drunk to do anything about it, etc. At least they didn't lose a Lincoln Town Car down the Ala Wai boat launch the way the *Tomahawk* guys had done the year before.

Like most armies, *Ondine's* occasionally suffers from poor communication and disorganization. This was most evident when the big sloop backed out and left the dock without either of her genoa trimmers, the main grinder and a couple



Two years before the mast.

of drones. All had missed the boat while waiting in line for breakfast at the nearby Burger King truck. It would have been impossible to win the race without them; it might have even been impossible to raise the main without them.

Fortunately they were brought aside in a dinghy.

Motoring out the Ala Wai was the time to take care of administrative matters. There was a mail call for the permanent crew, instructions to everyone about that night's maxi association shindig, and finally, a basic

outline of the day's racing. Judging from the moans and groans in response to the three race schedule, you'd think the crew had been asked to abstain from wine and women for the next 20 years.

"I got a great idea," said one struggling with a monster hangover, "we'll forfeit the first race, *Matador* can forfeit the second, and then we'll only have to sail once! If the afterguard was disturbed by such mutinous talk, they didn't show it. Most likely they'd heard it 100 times before.

Crew lethargy extended through the raising of the mainsail, a kevlar monster that required

'*Ondine*': 81 feet overall, 28 feet on the rail.



MY SHORT CAREER

eight bodies on the four coffee grinders. The oddest duo on a grinder consisted of big black Marty, head of the grinders, and lovely little Trish "Trash", the gorgeous and diminutive cook. Knowing a great sight gag when they saw it, the crew hooted at Trish — who had outraged them for days by serving things like broccoli rather than roast beef sandwiches — to grind harder. Trish, who as a result of catering to 30 boys in the prime of their macho years probably knows more about men than Dr. Ruth and Joyce Brothers combined, handled it perfectly. Straining at the winch handles with all her might, she gyrated her hips to the rhythm. Maxi guys respect a gal who knows how to take a



Feeeeeel the power.



joke, who displays grace under pressure.

The weather for the day's racing was perfect; 15 to 18 knots of hot tropical breeze and moderately flat blue seas. To keep things as fair as possible and reduce wear on the boats, the two competitors agreed to sail the first race with No. 3 genoas.

Matador's driver for the day was owner Bill Koch, who is said to be the wealthiest of all maxi owners, each of whom is fabulously wealthy in his own right. Koch was backed by Gary Jobson, Ted Turner's right hand man in the America's Cup and now a television commentator for ESPN. Also along was Jim Kilroy, who because *Kialoa* had been dismasted, had had to endure the Kenwood Cup as a voyeur.

Ondine would be

When Ed Lorence talks, people listen.

driven by Russell Long, son of owner Huey Long. Several years back, Long had driven one of the 12 Meters and knows what he's doing. The rumor is that the handsome Russell, because of double inheritances, is even wealthier than his father. Russell's social challenge then is to be one of the guys without patronizing them. He does a commendable job. When one of the crew asked to be repaid the \$5 he loaned Russell to buy a girl a drink the night before, Russell accepted his rash of shit in good humor. To the crew, Russell borrowing money is like Arnold Schwarzenegger asking a little old lady to carry his groceries.

Then there was owner Sumner Long, commonly known as Huey, but referred to as "Mr. Long" by some of the younger crew. For a gentleman who is getting on in

years and is said to have been fitted with a pacemaker, we were charmed by his aggressive nature and will to win. More on that later.

As if a day of match racing maxi's weren't enough, the crew also got to be entertained with the minor comedy of Huey and Russell working out being father and son. Like all good fathers, Huey demands a lot of his son and can seem overbearing. Just prior to leaving the dock, Huey had handed Russell a clipping from the *Wall Street Journal*. Later he'd berate Russell's driving by contending, "We're reaching, we're reaching, can't you point up?"

For his part, Russell glanced at the *Journal* clipping for half a second before throwing it overboard in disgust. Later he'd react to his father's comments by hollering, "It's getting a little noisy on the

boat, can we have some quiet?" Russell also called his father "Pops", a wonderful term poised for either endearment or sarcasm.

Just prior to the first gun, we were informed that our job would be to grind on the port runner during the starting maneuvers. After the race actually started, we'd be rail meat. This was fine with us, as all we wanted was a position where we couldn't do too much damage. The worst we could do was



What the f--k?

screw up the runner and bring down the mast, which one maxi owner assured us wouldn't cost a penny more than \$500,000. Seriously.

It was with the raising of the jib that we finally got to feel maxi sized power. Suddenly the

AS A MAXI MAN

ALL PHOTOS LATITUDE/RICHARD

mammoth sloop began to feel as though she were lightly bounding over the waves. Oh, what a feeling!

But with the jib up and reaching off, you also became more fully aware of the forces involved — even in a moderate 15 knots. Hitting even a small wave caused a shudder to resound through the hull. Easing the jib made the boat shriek as through someone had it by the balls and was squeezing hard. Groaning, wailing, complaining; a maxi isn't reticent about letting the crew know how she feels.

Pre-start skirmishes in match races can go on at an intense pace for 10 minutes or more. With *Ondine* and *Matador*, it was relatively short. Nonetheless, the sight of \$5 million worth of boats playing chicken with each other, one of which is just a minor error in judgement away from slamming into you, is enough to sustain your interest. The problem is, if you've got a job to do, particularly on the low side with your forward vision blanketed by the genoa, you never see the other boat and don't know what the hell is going on.

We tried to follow the action by listening to the afterguard, but it was useless. The president and generals were barking orders and offering opinions, while the

various lieutenants were hollering back and forth between their stations. Presumably helmsman Russell knew what was going on, but it sounded like unadulterated chaos.

Ondine took the start, which given the short windward, leeward, windward course, left us with a huge advantage. As we continued to hit the shifts and *Matador* didn't, we put together a comfortable lead well before the windward mark. A couple of the crew started to talk as though the race were in the bag. The experienced Huey didn't care for such premature speculation. "We haven't even set the

spinnaker yet," he mumbled to no one in particular.

Events of the next few moments proved Huey a sage. First a knock put us below the layline forcing an additional tack. Then the chute came out of the turtle early, which wasn't nearly as bad as when the sheets and guys somehow got loose and flew out of their leads and off the boat. "F--k!" was the chorus as the chute billowed out alongside the boat, attached by only the halyard.

"You can never say you've got a race won before you've even

set a chute!" Huey snarled as if the crew talk had jinxed him. For all the world it looked like defeat had been snatched from the hands of victory. *Matador* was right on our ass with her chute drawing while ours was beyond control, fluttering in the breeze. It appeared hopeless.

But while the back of the boat was cursing and trying to determine blame, the goal-oriented guys on the front of the boat had sprung into action. At considerable risk to life and limb — and with the help of Russell's good driving — they somehow managed to recapture a guy and sheet in just a few seconds and reharness the power of the chute.

It was instant resurrection as *Matador* still hadn't gotten by. There were high-fives and whoops of satisfaction on the bow, and lavish praise from the afterguard. It had been a sparkling recovery.

Since it was a new race all over again, everything needed to be just right. The ever-attentive Huey shouted that nobody was holding the boom out. When the crew was slow to respond, the smallest, oldest man on the boat — who also happened to be the owner — jumped to the job himself. We couldn't help but admire Huey's feisty "I'll-do-it-myself-if-I-have-to"



Russell Long on the wheel. The starboard wheel.

attitude. We quickly relieved him and had ourselves a new job.

The spinnaker run to the leeward mark seemed pregnant with the promise of action, but proved uneventful. With *Matador's* spinnaker pole almost grazing *Ondine's* main as the boats roared along at 10 and 12 knots, the afterguards of the respective boats commenced a discussion of the racing rules. Was *Matador* sailing a 'proper' course or not? Naturally they claimed she was and we claimed she wasn't.

Approaching the mark, both boats gybed a couple of times. We'd been prepared for this to be traumatic, but it was a piece of cake — and a

Bosun's chair? What's that?



MY SHORT CAREER

fast one at that! Of course, we were delighted it wasn't blowing another 10 or 15 knots harder.

Matador muffed her gybe or the douse at the leeward mark — we never had a chance to see which — so *Ondine* trotted home an easy winner.

The second race featured a benign start and *Ondine* being "out of rhythm" with the shifts. Quickly falling behind, we initiated a tacking duel to try to force *Matador* into a costly mistake. Tack after tack is hard on maxi grinders, but having now had experience, no one can tell us it's much easier being human ballast. You see, when the helmsman calls 'tack', you've got to extricate your scrunched legs from under the lifelines without getting them tangled with the two

Railmeat likes to eat red meat.



guys on either side of you or in the wheel. It's during this extrication process that you're reminded of all the sports injuries of your youth. But this is just the beginning. Then you have to dodge the trimmer, who is busily getting wraps on his winch. Once past him, you have to do a nimble O.J. Simpson dance around the hatches and partially recessed instruments, all the while careful not to step on navigator Mitchell's head or owner Long's fingers. Having made it that far, you only have to duck beneath the huge boom that's sweeping the deck, slide across the non-skid on your bare knees, dodge the now high-side trimmer, and finally squeeze your aching legs over the rail and under the lifelines. Whew!

If you were doing it alone, it wouldn't be so bad. But you're one of 22 or so other guys working the same route. And you thought congestion on the various Bay Area bridges was bad. It also wouldn't be so bad if you only tacked occasionally. But when you're behind in a match race, your only hope is to tack constantly until your opponent blows it or their mast tumbles.

We were a real liability on the first couple of tacks. Once we jostled the helmsman, another time we interfered with the trimmer and

a third time we stalled the traffic flow. We improved rapidly, however, except for one glaring exception late in the day. Halfway across the deck in the middle of a tack, the boat took a lurch. Our 6'4", 200-lb body carommed out of control off a binnacle and slammed into the much smaller, lighter and older Huey Long, laying him flat. For a second we thought we must have killed him. But much to our admiration — and relief — Long scraped himself up from the deck, straightened his now cock-eyed cap, and from all appearances immediately forgot about it. Only a couple of the crew had seen *this* sight gag, but those who had thought it was even better than Marty and Trish on the coffee grinder. They gave us thumbs up while doing their best to stifle hysterical laughter. You grab your laughs wherever you can racing maxi's.

No matter what *Ondine* did in the second race, *Matador*, with owner Koch still driving, did it better. She won easily. Thus, the International Class A Yachting Association match racing series would be decided by the third race.

It was during the break between the second and deciding third race that we



Huey Long, still going strong.

came to really like Huey Long. It was then the afterguard began discussing whether we should try to get *Matador* to agree to use the No. 2 or No. 3 headsail. They had a better 3 and *Ondine* had a better 2, so it stood to reason that we should suggest using the 2.

"Call up *Matador* and tell them we want to use the 2," barked Huey.

"What do you think about the 3, Pops?" Russell asked. Russell was thinking of the crew, which would much rather tack the smaller 3, and of the fact that *Ondine* would likely need a good 2 to do well at the upcoming Big Boat Series in San Francisco.

"The apparent wind says we should use the 2," replied Huey. "We won the first race with the 2 and lost the second race with the 3; let's use the 2."

After a moment of

silence, sailmaker Ed Lorence offered the opinion that *Ondine* would indeed need a good 2 in San Francisco.

Huey was silent.

A few minutes later, Ben Mitchell softly concurred with Lorence that the 2 is an important sail to have in the Big Boat Series.

As though he hadn't heard anybody, Huey says, "Let's radio *Matador* and tell them we want to use the 2's."

Everybody just kind of sat there quietly.

Having let the matter distill for a few minutes, Russell gives it another try. "Pops, you need to save the 2 for San Francisco; it's critical you have it so why risk wrecking it here?"

It's obvious that Huey has a bit of trouble with this kind of thinking. "What's it for?" he asks angrily, referring to the sail. A couple of seconds later, he repeats his question, "What's it for?!"

Huey clearly thinks that a win in hand is worth two in the bush, and can't understand the reasoning that would support anything but an all-out effort to win.

In the end Huey gives in and we sail the last race with the 3. Perhaps it had something to do with the fact that between races one of the guys on the runners eased off the permanent backstay while the runners were still cranked in tight. The result was a mast with about a three foot inversion.

A mast inversion is a very serious thing, a maxi's version of imminent nuclear war. "It's inverted! It's inverted!" various members of the crew hollered as they scrambled to get away from where they figured the huge five spreader rig might land.

By the grace of God, the rig stayed up long enough for the runners to be eased off and the mast to regain its proper shape. It had been a very close call, however, and now the question was whether the mast had been damaged by the severe inversion or whether it was safe enough to use in the last race.

One mast expert seemed to think it was probably alright. The other was non-committal. Nobody

seemed eager to be on record saying it wouldn't come down. Armed with a lot of "can't tell for sure's", Huey decided to go ahead and sail the final race. Maxi owners have to be willing to make big money decisions.

Prior to the start of the final race, Huey had a few words of encouragement to the crew. Basically that it was *Ondine's* last race in Hawaii, and if they won they could go away with fond memories. In closing, he predicted that the first boat to set a chute would win.

Ondine got to the weather mark first and had a good set. Nonetheless, it was still nip and tuck to the leeward mark. The boat with the best douse would win.

You can't possibly conceive what it's like to gather a maxi spinnaker without having done it. It is, literally, an enormous task, like trying to gather in half the sky. You're up on the bow there with 10 or 12 of your mates trying to get the humongous thing down and into the hatch. But it's tricky. If you grab the chute and hang on too tight, the slightest puff will effortlessly flick you overboard. But if you gather too conservatively, the other 11 guys will have inadvertently wrapped you in the chute and dumped you down the huge foward hatch.

It's a tremendously confusing scene. Everybody is hollering on the two boats, the boat plunges as it's brought up on the wind, you're wrestling with this huge expanse of nylon and accidentally getting clubbed by several of the crew. The last thing you need is what we got; the spinnaker pole lowered on our noggin. Fortunately it was at the very bottom of its run and thus we received nothing more than a love tap.

Ondine's drop had been decent, but *Matador* muffed theirs. Thus we had a comfortable lead for the short beat to the finish, allowing the

Too beat to brick another sail.

afterguard and crew time to savor the win. A few tacks, to cover and let the crew beat themselves up a little more, were thrown in. Then it was all over. Huey had called it and *Ondine* took the match racing title.

We were exhausted — and hadn't really done much. We couldn't imagine doing this day after day in a series or month after month racing around the world. A macho sport, to be sure.

Back at the dock, the girls from Finland were waiting.

Everyone got one beer until all the racing sails were offloaded and bricked, and the delivery sails put aboard the boat. It was an exhausting job in the afternoon heat that would take no

more than 90 minutes. But the crew was happy because at least they won and Trish had finally given them sandwiches filled with the flesh of what once had been living animals.

Before the sails were bricked, there was still a little time to play. Just like a New York Giants football game, somebody dumped a cooler full of ice over Russell Long's head. It's a shock but feels great. Huey goes around and looking each of the crew members in the eye, shakes their hands and offers a sincere 'thank you' for a job well done.

After a Japanese journalist takes a few pictures, Huey asks Russell if he can borrow his rental car to drive back to his hotel. Russell laughs and says "no". Huey laughs and says, 'After all the cars and motorcycles I've bought you . . .'

One of the many crew witnessing the exchange offers Huey a ride on his motorcycle. A few seconds later, Huey roars off into the hot and humid Honolulu afternoon on the back of a Ninja. Hi ho Silver!

The rest of the crew continued to brick the sails, then one by one wandered off to the bar, hoping a few drinks would ease their pain and — who knows, perhaps lead to fulfillment of another of life's dreams.

— latitude 38



MAX EBB:

Nearly all the seats were full in the yacht club dining room.

But that wasn't really so bad, because it allowed me to easily avoid one of the major pitfalls of attending a yacht club dinner meeting: sitting with the same crowd of people I see at the yacht club every weekend anyway. This way I would at least meet some new faces. I located a table with one empty chair, asked if it was available, and sat down among almost complete strangers.

Now, my yacht club isn't really all that big as yacht clubs go, but it's certainly big enough so that there are many people in it that I can only recognize from their picture in the roster, if at all. Add to this the fact that yacht clubs inevitably tend to contain a number of somewhat distinct factions — racers,

cruisers, dinghy sailors, social members — and some of these groups are distinct to the point that they almost never have any contact with each other. The most active racers, for example, can go for years without ever participating in an organized club cruise, while some very active cruisers may never have met most of the racers.

So when I sat down at this table for the dinner meeting, I naturally assumed I was among cruisers.

"And what kind of boat do you have?" I asked the couple sitting across from me, in order to get the formalities of introductions underway

It turned out they had a cruiser/racer fairly similar to mine, berthed just across the channel from me. I knew their boat, although I had never met the owners until tonight.

"Didn't you race in the midwinters last year?" I asked.

"Two years ago," they responded.

"How did it go? I see you haven't been out for any of the Friday night races, or any of the other events. Did we scare you off that bad?"

Benchmark in a breeze. The ubiquitous J/24 could be 'ground zero' when/if PHRF is revamped.



THE PHRF MANIFESTO

“We don’t scare off easy,” said the woman. “And actually, we had done quite a bit of racing with our other boat, before we bought this one. Did pretty good, too.”

“And don’t forget to mention your college sailing,” added her husband. “In fact, we first met at an intercollegiate regatta. She was a hot dinghy racer back then.”

“And I still know a few tricks,” she boasted.

“So what happened?” I asked. “You should be out there crashing around the race course with the rest of us. Even if you can’t do the whole YRA season, there are plenty

of special events to enter.”

“We just sail for fun and relaxation now,” he said. “It’s hard to try to be competitive and still appreciate what the Bay has to offer.”

“Now let’s be honest about this!” she corrected. “The real reason we finally burned out on racing is because we never seemed to have a chance of winning!”

I looked back at the man, and his face indicated tacit approval of this analysis.

“Two years ago we bought new sails, had the keel faired, even had scheduled crew practices. We really made the midwinters a serious campaign,” explained the ex-dinghy racer. “And even though we sailed very well — if I do say so myself — we were clobbered by a little 27 footer that rates slower, but can sail circles around us in light air.”

“I remember some of those races now,” I said. “You did sail well. And I also know which 27-foot boat you’re talking about. That boat’s a rocket in light air, but gets blown on its ear in the summer.”

“But we were racing in the winter. Anyway, we finally got tired of putting out all that energy, just to get beaten so bad on corrected time.”

“What about some of the spring and fall races? You know, the big three-race weekends.”

“Same problem, only in reverse. We entered two of those the year before last, and got beaten just as bad by a 24-footer with a trapeze! I mean, our boat is good in heavy air, but those things are more like one-hull catamarans that ballasted cruising type yachts.”

“The problem is with the rating system,” said the man. “We have an all-around good performing boat, so the rating reflects the average of light and heavy air performance. But that super light air boat, which dies in heavy air, also has a rating that reflects their average. So they stay home in the summer, show up in the winter, and clean our clock.”

“One problem is with the philosophy behind the rating system,” added the woman. “It seems to me that a boat’s rating should reflect its strong suit, if the system is going to be fair to all the competitors. So if your boat is unusually fast in light air and slow in heavy air, the rating should be based on light-air performance.”

“Or else we could go to a split rating system,” added another cruising sailor from the end of the table. “Separate winter and

“...
PHRF
has been
so
successful,
it’s been
oversold.”

summer ratings.”

“I think split ratings would probably be an improvement,” said his friend who was sitting next to him, “but the winter/summer problem is just the tip of the iceberg. The current single-rating system really collapses when they try to use it for a long downwind race. That’s when we have a desperate need for a multiple rating system.”

I learned in the next few minutes, while we ate our only slightly wilted salads, that they owned one of the larger and faster one-designs but that they only raced it in one long ocean race down the coast every summer.

“I always thought that our PHRF system was only intended for local Bay racing,” I said. “Everyone knows you can’t use it for a long downwind race without some serious adjustments.”

“That’s the truth!” added another person new to the conversation. “When they try to use it unmodified for an ocean race, it’s a guaranteed disaster. How else could a Wetsail 32 have won the race to Hawaii?”

“Did you sail in that race?” I asked him.

“I sure did, and delivered the boat back, too.”

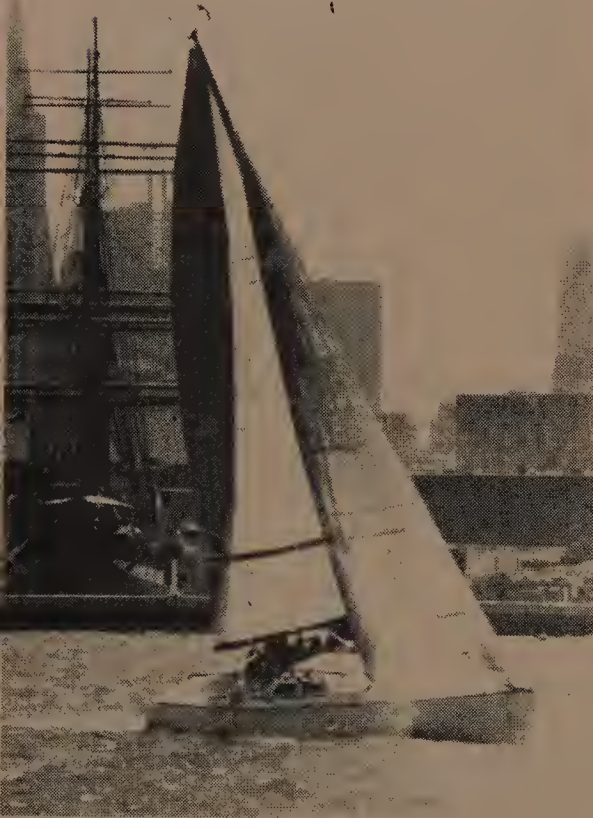
I asked him what he thought went wrong with the handicap system for that race.

“The basic problem,” he answered, “is that PHRF has been so successful, it’s been oversold. Not oversold, really, but overbought. Over the last 15 years it’s allowed thousands of people to race on a more or less equitable basis. Probably the best thing that ever happened to racing on the Bay. Race organizers see PHRF as the dominant

MAX EBB:

handicapping system, so they naturally use it for any event when they want a big turnout."

"If it ain't broke, don't fix it!" someone



DORIS KALIN

Foreground, an Express 27. It races I26. Background, the 'Balclutha'. What does it rate?

remarked, between sips of what appeared to be a fairly strong drink.

"But when the organizers of a TransPac try to use PHRF, they end up with totally off-the-wall ratings. The 11th hour modifications they applied didn't go far enough, and caused a terrible stink with one competitor because the race was run under different ratings than originally announced."

"So what do you think we should be using to handicap these races?"

"Well, you can't really have a true performance-based system for ocean races, because you never get enough good data. Everyone always takes different routes, has different wind, and there are a million other uncontrollable variables. On the other hand, the problem of estimating a boat's speed potential for a downwind race is much easier than for a Bay race. So I'd favor a downwind race rating based on a combination of known performance on the Bay, like the Bay Summer and Bay Winter ratings, and analysis of specifications — length, weight, sail area. There's a certain amount of subjectivity involved — I don't think you can ever get away from that."

"I'm hearing another vote for a multiple ratings system," said the owner of the big one design, "Summer Bay, Winter Bay and Downwind Ocean. Do you think it would add too much complexity, or too much work for the committee?"

"If it ain't broke, don't fix it!" repeated the skeptic, after taking another long sip from his drink.

"I would argue," said the woman skipper, "that split ratings would actually make the PHRF committee's job easier, because it would clear up a lot of conflicting information. I think when they look at all their race results and try to fit the results into ratings, being able to separate the summer and winter races would clean up some of the problems."

"You could be right," added the ocean racer, "but right now they don't even collect the data in any organized way. Here's where some responsibility falls on the race committees, to report race results which they think represent valid comparisons of different classes."

"Shouldn't the ratings be based on an average of all races?"

"Too many things can go wrong. Major wind shifts, holes, tankers . . . The way to

"Of course it's an imperfect system," commented the ocean racer. "But remember how little it costs, and how much racing it makes possible."

build the database is to have the RC act as a first level filter. When the race looks clean — steady conditions, no major tide tricks or

wind shifts — then the time of the first-place boat in each class gets reported on a special form to the PHRF committee."

This kicked off a major debate about whether it was better to use the times of the winners only, or the average times of all the boats in a class. By then we had all finished our salads, and could concentrate on arguing while the empty salad plates were collected and dinner plates served.

But one of the sailors had enough formal background in statistics to convince the rest of us that we didn't know what we were talking about anyway, and the discussion turned to another problem:

"What about boats that aren't in a one-design class?" complained the man sitting across from me. "All the information the



THE PHRF MANIFESTO

committee has is based on that one boat, so it becomes a rating of the skipper as much as a rating of the boat."

"I think that's where the PHRF Committee exercises a lot of discretion," I answered. "They look for boats with similar specifications, and adjust up or down from there."

"But that's a very inaccurate process," he said. "And there have been some glaring errors made."

"Of course it's an imperfect system," commented the ocean racer. "But remember how little it costs, and how much racing it makes possible."

"If it ain't broke, don't fix it!" repeated the

A J/29, Islander 36, Tartan 10 and Santana 35 racing in last spring's Champion of Champions, a good regatta for examining PHRF ratings.

skeptic, this time a little more emphatically. Noticing that his glass was empty, he announced that he was going to get another drink, and walked off towards the bar.

"**T**here is an important point here," explained one of the owners of the big one-design. "Some ratings are a lot more accurate than others, especially with respect to each other. I know that my boat's rating, for example, is really pretty accurate, even though of course I complain about it like everybody else. But we've been racing with that rating for years, and it's almost never seriously questioned. You can say the same for a lot of popular classes. It may not have been done in any organized way, but the fact

is that there's a big database out there, and we know that a lot of classes have good, reliable ratings. Contrast this with the one-of-a-kind boats. The Committee does the best it can, but the resulting ratings will never be as accurate as for the big classes."

"... you have to admit that the J/24 is about the closest thing to the generic, average racing boat that you could ever find."

"And it can ruin a regatta," said the woman from the cruiser/racer, "when a boat wins because it has a rating that gives it a clear advantage."

"That's for sure," agreed her husband. "Even if your own rating is fair, it takes all the interest out of racing when you're up against competition with that kind of advantage. We don't have a one-design class to race in, so PHRF is our only option. It's really turned us off, being beaten by boats with meatball ratings, when we knew we sailed a better race."

"Here's an idea," suggested the one-design owner. "Suppose all PHRF ratings were classified into 'A' fleet and 'B' fleet, depending on how accurately the rating is established. The popular one-design fleets, the classes with very well established ratings, would have 'A' ratings, while the one-of-a-kind boats, or the boats with weird performance characteristics that can't be compared well with the mainstream PHRF racers, would have 'B' ratings."

"What would that accomplish?"

"Take the big three-race weekend regattas, for example. If it was announced as an event for boats with 'A' ratings, the quality of racing would be vastly improved. Of course, they could still have classes for "B" ratings, to keep everyone involved, but they wouldn't be in it for overall prizes."

"But then some of us would never be able to get an "A" rating, and never have a



chance to race for a big win."

"Maybe that's an inherent limitation of the PHRF system," someone observed. "Is it better to keep the boats that don't have accurate ratings out of the major events, or is it better to have those boats win once in a

HOW TO FIX PHRF (even though it ain't really broke)

- 1) Classify fleet into "A" and "B" ratings for Bay racing, depending on accuracy and stability of the ratings. High-level championship races would be for "A" fleet only, most local races would be "A" and "B" fleets mixed. A "B" rating, even a one-of-a-kind, could usually upgrade to "A" by means of valid IOR or IMS certificate.
- 2) Split ratings into Bay Summer, Bay Winter, and Downwind Ocean. Bay ratings based on race results, classified into "A" and "B" fleets as above. Downwind ocean rating determined with aid of length-displacement-sail area formula.
- 3) Establish a hierarchical benchmark system for determining ratings. J/24 is likely choice for primary benchmark, other popular ODCA classes become secondary benchmarks.
- 4) Construct a database of race results based on first-place finish times in mixed fleets, with race committees determining quality of data.
- 5) Invoke local class rules for one-design classes. Publish a default set of "PHRF Class Rules" for classes that do not currently administer their own class rules.
- 6) Simplify rating application and renewal procedure. For a class with local class rules, only require declaration of compliance with class rules. For annual renewal, only require declaration of no change from previous certificate.
- 7) Issue certificate numbers and expiration dates. Race Committees will ask for certificate numbers and expiration dates on entry forms.

while with a questionable rating and diminish the prestige of those prizes?"

"Actually," continued the one-design owner, "any boat with reasonably normal characteristics would still be able to get a "B" rating upgraded to an "A" rating, if they were willing to spend the time and money on an IOR or IMS certificate. If you assume that the boat is competitive at its IOR or IMS rating, then it's relatively easy to translate to an equivalent PHRF rating."

"We're starting to make this awfully complicated," someone complained.

"If it ain't broke, don't fix it!" said the skeptic once more, as he sat down again with a fresh drink.

"But with the system in such widespread use, maybe the complexity is necessary. Especially for the high-end users."

"There are some problems at the low end, also," said the ocean racer. "I know someone who's been racing in the midwinters for years without ever getting a PHRF certificate. He just puts down what he thinks his rating should be, and the race committee never seems to question it."

"There's a simple solution to that one," said a sailor at the other end of the table. "If

only race committees would require a copy of the certificate with the entry form, a whole raft of problems would disappear overnight."

"How many of you have ever entered a PHRF race?" asked the woman to the entire group. Nearly everyone put down a fork or knife and raised their hand. "Now, how many of you have ever entered a PHRF race, without having an up-to-date certificate?" Only one hand went down. "You see, it's not really practical to ask for copies of certificates until we can find a way to get more people to apply for them and renew them on time. I think the current procedures are unnecessarily difficult for the applicant.

Some folks say PHRF stands for "politically handicapped", not "performance handicap", rating formula.

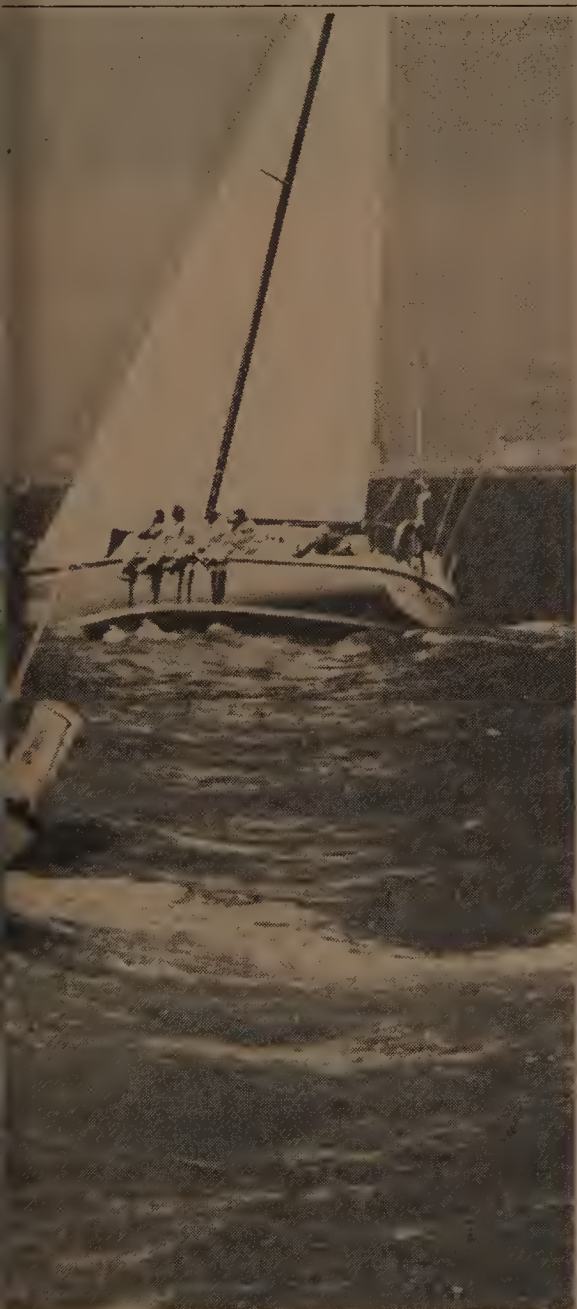


THE PHRF MANIFESTO

Last year, for example, I just wrote "renewal, no change" on the form and signed it and sent it in with a check. Next week it came back with a form letter that said I needed to fill in all the dimensions of the sailplan all over again. Well, I couldn't find a copy of last year's form, and somehow didn't feel as motivated to call the sailmaker and get all the dimensions like I did the first time around when we were a lot more excited about racing the boat. So YRA never got their money, and I can still enter PHRF races, because I know what my rating is."

"If you don't have a certificate, you don't have a rating!" insisted the ocean racer.

"Then how come I have a trophy for a PHRF race I won, without ever getting a certificate?" countered the owner of the big one-design.



A Benchmark 24 blasts upwind.

This debate was even more heated than the last. But the group finally reached a consensus, that the application and renewal process could use some streamlining, and the conversation turned back to the problem of establishing accurate ratings.

"What we need is a benchmark system," said one of the cruisers. "First we select a class that is popular, mid-size, mid-range in its performance characteristics, and usually well-sailed. We define this boat as the primary benchmark, with a rating that never changes."

"The J/24 comes to mind," I said.

"I was thinking of something that would be more representative of the typical cruising boat," he replied.

"No, this is for a racing handicap system," someone countered. "The primary benchmark should be representative of the modern racing boat. I think the J/24 is perfect — it has tight one-design rules, it's very competitively raced, they're all over the place so we'll get lots of data, and it's almost exactly in the middle of the size range. It even sort of splits the difference between the ultralight and the traditional cruiser/racer in its planing ability. I'm no great fan of those boats, mind you, but the more you think about it, the more you have to admit that the J/24 is about the closest thing to the generic, average racing boat that you could ever find."

"And it's popular all over the world," added the ocean racer, "so we could compare our local ratings in other areas."

"So what does this benchmark do for us?" I asked.

"Once the primary benchmark is defined, we can use race results, or well known relative speed differences, to establish secondary

benchmarks. The secondaries would probably be most of the YRA one-design classes. And then these secondary benchmarks would be used to determine most of the other ratings — the 'A' fleet ratings, to use the new jargon."

"If it ain't broke, f'God's sake, don't fix it!" shouted the man at the end of the table one last time. "I'm going to get another cocktail," and stumbled back towards the

POSSIBLE PHRF BENCHMARK HIERARCHY

CAL 20 • ARIEL • SANTANA 22
RANGER 23 • CAL 2-27 • CATALINA 27
NEWPORT 30 • HAWKFARM • SOLING
ISLANDER 36 • EXPRESS 27
SANTANA 35 • OLSON 30
EXPRESS 37

"A" Fleet Classes:

All classes for which sufficient race result data is available to determine a relatively stable, accurate, and reliable rating, or individual boats with ratings determined by conversion from a valid IOR or IMS certificate.

"B" Fleet Classes:

All classes for which sufficient race result data is not available, one-of-a-kind classes and boats which have unusual performance characteristics.

bar. But as he left, he handed me a napkin covered with notes, entitled "How to Fix PHRF". It was essentially the minutes of our ad-hoc meeting, meticulously summarized.

Is PHRF broke? Should we try to fix it? If you ever want to argue the issues long past dessert, have dinner at a table with a bunch of cruisers.

— max ebb

ONE TON WORLDS AND BIG BOAT SERIES:

Our crew was sitting around the breakfast table at a popular local greasy spoon early Saturday morning, finishing one more "last" cup of coffee before heading out to practice on our One Tonner for the upcoming Worlds. With the race only a week away — the first race is on September 7 — there was only one topic of conversation: sailing. Even the cute waitress was

But not us. We could see by his Vuarnet sunglasses and XXL *Amazing Potato* crew shirt that he was obviously a sailor of some sort. While he ordered — three helpings of steak and eggs, four stacks of pancakes, six sides of bacon, a dozen donuts and a pitcher

"Who do you think I am —
John Lennon?"

largely ignored as we pondered the finer points of how to get our rating down 2/10ths of a foot, what to bring on the overnight races, and so on. This was a hardcore bunch, totally absorbed by the upcoming crusade.

Until he walked in.

He was the biggest guy we'd ever seen, easily pegging the speedo at 350. Compared to this dude, Bubba Paris looked anemic. Amazingly light on his feet for his bulk, and with a particular — swivel? — to his hips, he

of beer — we kept staring.

There was something about this sumo-like mound of prime rail meat that was vaguely familiar — was it that his leg was shaking and his fingers were snapping while he happily mumbled, "Wellll, it's one for the money, two for the show . . ." Was it the gigantic belt buckle, or the gold "E" he wore on a chain around his neck? The blue suede Harkens on his feet?

Was this, in fact, the long lost Pied Piper of Rock n' Roll? The Greek God of Graceland?



ly, punctuating his question with a loud belch. "Who do you *think* I am — John Lennon? Who are you guys?"

Not long after, the elusive Elvis — at least, we're pretty sure it was Elvis — was taking up the whole leeward side of our table. He was in town, he explained, to crew in the One Ton Worlds on September 7-15, followed by a maxi boat ride in the Big Boat Series on September 18-24. It turns out he'd been on the regatta circuit almost nonstop since his "death", and had done all the grand prix events, most recently the One Ton NA's in Detroit followed by the Kenwood Cup. As he hoovered down his morning load of carbohydrates, he told us that his particular specialty was holding the rail down — "I'm what they call a 'B-Max' guy, the big piece who always sits at max beam." From this vantage point, he'd observed the sport closely and had become, as we soon found out, something of an expert on the subject.

"Great balls of fire!" began the 53-year-old living (apparently) legend, "The best sailing in the world is happening in San Francisco this September — forget that soap opera down in San Diego and that 'amateur' contest over in Korea. There's gonna be a whole lotta shakin' going on at the St. Francis next month!"

"The One Ton Cup's going to be incredible! Right now, there's 25 stripped down 30.55 raters from seven different countries

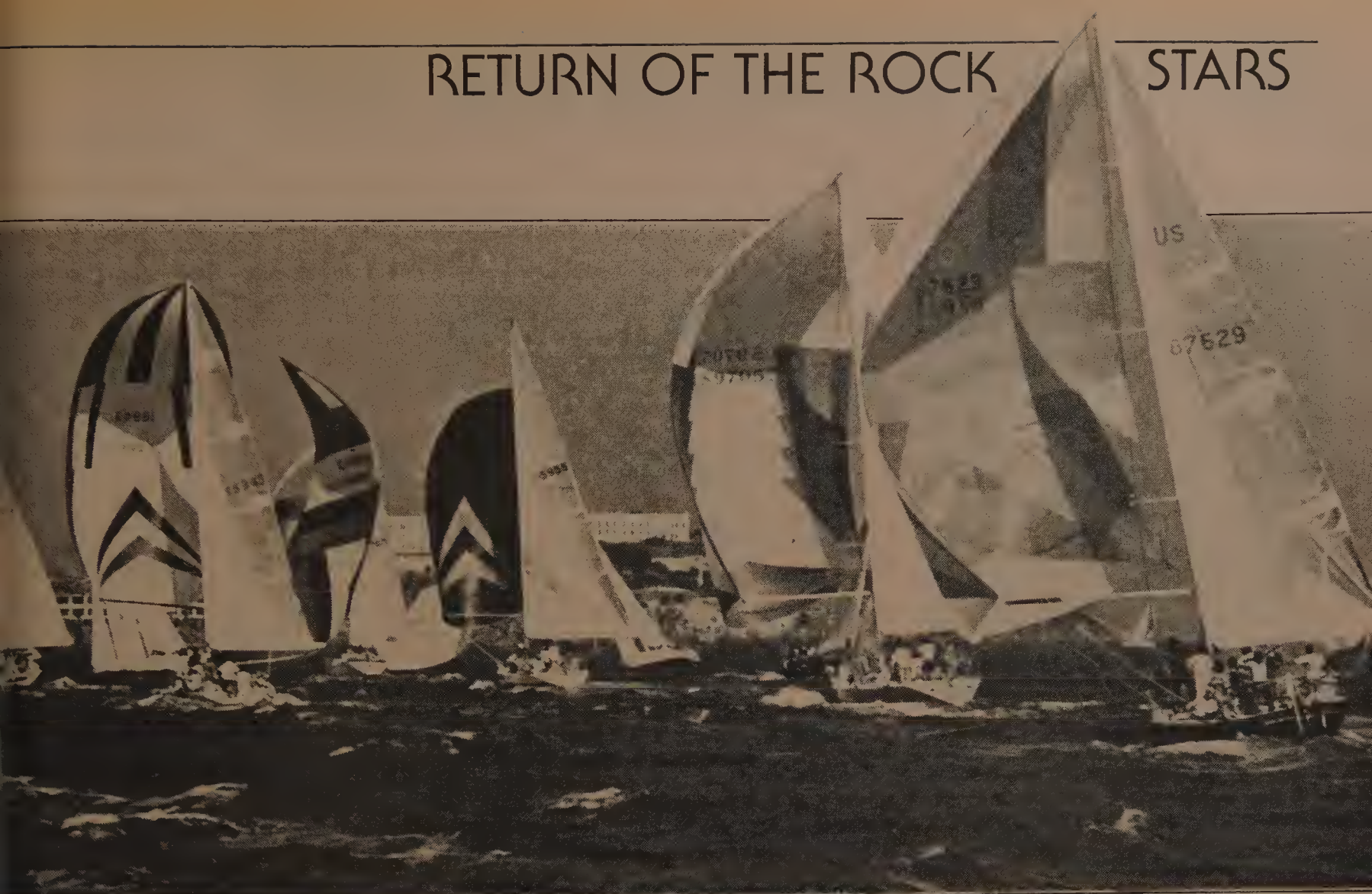


walked through the restaurant and sat down at the table next to us. For a moment the place was silent. Then people, embarrassed to find themselves staring, went back to talking and eating.

The One Tonner 'Jameson Whiskey' (now 'Victory') airing out her underbody.

Was this actually Sir Swivel Hips — Elvis the Pelvis himself?

"What are you staring at?" he asked final-



1987 Big Boat Series action: everybody loves a parade, even Elvis.

entered, and let me tell you — there ain't no hound dogs in this fleet! Why would you pay \$1,000 to enter (\$2,000 if you're going to advertise) and come halfway around the world if you weren't in the hunt? Most of these machines are less than two years old, and each cost at least a quarter of a unit (that's what we call a million bucks around Graceland) when they were new. These fractionally rigged 40 footers displace about 11,500 pounds — pound for pound, we're talking about the most expensive boats around. As you know, though, these things are really cranky — if you're looking for trouble, you've come to the right place!

"Six of these babies sailed in the last Admiral's Cup, the one where the Austrian Judel/Vrolick one tonner *I Punkt* got caught using water ballast. I sailed in that series — with me on the rail who needs water ballast? — and I could name a bunch of other One Tonners that were as guilty as *I Punkt*. Good golly, Miss Molly, I hope those cheatin' days are over.

"The Kiwi boat *Propaganda*, high scorer in the '87 Admiral's Cup, will be here, and that'll definitely be one of the boats to beat. The Dodson brothers are hot — so's their American tactician, John Bertrand. They'll be the better of the two New Zealand boats, though *Fair Share* — like another Kiwi boat in the news lately — is heavily funded by

Michael Fay and should go well. The Kiwi's will definitely be a force at the Worlds.

"So will the Aussies, but to a lesser extent. Based on the Kenwood Cup (all but *Joint Venture* attended), they'll finish among themselves in the following order: *Sagacious*, especially if Peter Gilmour's aboard, *Ronstan Ultimate Challenge*, *The Esanda Way* (ex-*Beyond Thunderdome*), *Joint Venture*, and the *Swagman*. *Sagacious*, which was the top One Ton in the Southern Cross, and *Challenge* were both at the last Admiral's Cup, as were three others in this fleet: *Rush* (ex-*Jamerella*), which was the

driving and sparmaker Dave Hulse aboard, should do well, as should John Uznis and designer Bruce Nelson on *Challenge '88*. They were third in the NA's, and would have been higher but for a rudder breakdown in the long distance race. *Challenge '88* also just won the Canada's Cup and will probably still be in a light air mode, which actually might help them — the series is weighted towards the ocean (lighter air) part of the event. There are three 25-mile buoy races; a 180-mile overnigher, which counts 1.5 times as much as a buoy race; and a 54-hour, 280-mile marathon that counts

"Great balls of fire! The best sailing in the world is happening in San Francisco this September . . ."

runner-up to *Propaganda* and recently won the U.S. One Ton NA's; England's lately-off-the-pace *Juno*, currently being repaired at Anderson's from a major fender-bender over in Hawaii; and *Victory* (ex-*Jameson Whiskey*), which Texan Kelly Gough, one of Kolius' 12-Meter proteges, will drive.

"As for the boats from the Detroit NA's, *Rush*, with Canadian Terry Nielson

double. To win the series, a boat's going to have to do well outside the Gate, and those races ain't going to be beach parties, man.

"Also fresh from the NA's will be *Ragtime* (which was 2nd), *Slip Sliding Away* (6th), and *Aggressive* (8th). Only the former, with Mark Ploch driving, looks competitive. Another boat, the Beneteau *Notre Dame* (ex-*Tuff Enuff Texas Style*) will be there, as will her Bay Area sistership *Jazz*. Unfortunately, this design's just too old to even break into

ONE TON WORLDS AND BIG BOAT SERIES:

the top half of the fleet at the Worlds. They'll
be down at the end of lonely street . . .
what's the name of that hotel?

“West Coast boats with a good shot at doing well are *Bravura* (Irv Loube and Billy George were awesome over in Blue Hawaii), *Pendragon* (winner of the Stone Cup qualifier), and *Victory* (winner at Long Beach Race Week). The former two are really high-pointing machines that love a breeze; the latter is a great light air boat. *Skedaddle* has undergone modifications, but as of yet hasn’t shown that she’s in the same league as the above trio. As for *Bodacious*, which just broke her rig while tuning up, and *Sundance* — well, don’t be cruel, I always say.

“*Black Jack*, the new Brazilian boat, was the next boat out of the *Bravura* mold. She’s fast but she’s still sorting out her rating problems. A Japanese boat, *Magic*, was chartered at the last moment by an Australian group headed by 12-Meter sailor Hugh Treharne. It’s a Takai boat, and I really don’t know that much about it. *Team Cirkeline*, a fully funded effort from Denmark, could be a sleeper — I heard good things about her last time I was in Europe. She’s named after a girl in a Danish newspaper cartoon, if I remember right.

“But the boat that the cameras will be focused on is last year’s World Champion, *Fram X*, with *real* royalty aboard — namely His Royal Highness Crown Prince Harald. Being somewhat of a royal figure myself — afterall, I am The King — I’m looking forward to slamming down a few boozeballs with Harry.

“I haven’t seen the sailing instructions yet, but I’ve heard that the buoy courses will be big port triangles using the top of the Berkeley Circle to start, Yellow Bluff or thereabouts as the top mark, and Blossom Rock as the wing mark. The ocean races will be a bunch of laps between Chimney Rock, the Farallones, and Ano Nuevo. The over-nighters will be brutal: the only way many of the pro’s could be talked into doing the series (which allows only one crew substitution in

"I'm looking forward to slamming down a few boozeballs with Harry."

the five races) was with hard, cold cash. For a big teddy bear like me, the offshore races are going to be a real drag — it's like, I'm



caught in a trap; I can't walk out, because I love it too much, baaaabbbby . . .

"Oh, sorry. Like I was saying, I'm not

A typical Big Boat Series course. The Cityfront is the best place for watching the show.

get even with them.

"It's going to be a swell series — as my friend Ed Sullivan used to say, "a really big shew". (Can you believe he wouldn't show my hips on TV?) Anyway, the lead will be tossin' and a-turnin' all the way, but in the end I'll pick either pick either *Bravura* or *Propaganda* to win. They're both Farr "design 182's", with lower sail area and more wetted surface than the other lower-wind, "design 185" type Farris. Be-bop-a-lula, let the good times roll!"

RETURN OF THE ROCKSTARS



We all ordered more coffee; Elvis ordered himself another pitcher of Michelob, all the while wondering out loud how Phil Collins,

wondered?

"I love that series more than Chantilly lace and a pretty face," began Elvis, his triple-chin rippling as he powered down long tugs of his breakfast brew. "This is the 25th one, and I figure it'll be both an exciting and a bit-sweet regatta. First the good news: the most (only?) vital remnants of the IOR are coming: the One Tons (if they haven't all self-destructed in the Worlds), the hot 50 footers, and, best of all, the leadmine maxi's will all be here!

"The bad news is that it also appears to be the swan song of the IOR on the west coast, as this is a one-time summit meeting of the three IOR factions that probably won't ever be repeated, at least not in San Francisco. Next year, the Big Boat Series will feature the big sleds and SC 50's, and very little else if the IOR continues to shrink as it has. The year after that — well, unless the Kenwood Cup gets healthier in a hurry, it could be heartbreak hotel for the Big Boat Series as we know it.

"Anyway, this year's series will be a blast! It's the same as ever — five 20-25 mile races beginning at one o'clock down by Treasure Island. The partying afterwards will be almost as much fun as the racing, but once again you're going to have to park in Crissy Field and need a pass to get into the yacht club. But there's always a way to get into the club — just ask any Big Boat Series veteran.

"As for the competition, I won't dwell on the One Tonners — we've already been over that group. The maxi's will be where the fun is — there are 11 entered: nine big ones and two mini-maxi's, *Emeraude* and *Winterhawk*. They'll be sailing with crews of 30 and will even be doing some match racing right after the series is over. Based on her debut over in Hawaii, Rod Muir's new *Windward Passage II* will be the leader of the pack. I'd be all shook up if the other boats finish anywhere near her! She's really fast upwind and unbelievable on a power reach, but about average off the breeze. If *Passage*

chance. But don't count on it!

"You've got to go see this thing — it's like an 80-foot One Tonner! In fact it's set up so that eight guys can pump the main together downwind! Everyone should get down to South Beach Marina, where all the maxi's

September at StFYC

San Francisco Challenge

Sat	Sept 3	B. Runner vs Tomahawk
Sat	Sept 3	One Ton Worlds
Sun	Sept 4-5	Check-In for U.S. Boats
Tues	Sept 6	Check-In for Foreigners
Wed	Sept 7	Opening Ceremonies
Thurs	Sept 8-10	Race 1: Buoy Race
Mon	Sept 12	Race 2: Long Offshore
Tues	Sept 13-14	Race 3: Buoy Race
Thurs	Sept 15	Race 4: Short Offshore
Thurs	Sept 15	Race 5: Buoy Race
		Trophy Dinner

Big Boat Series

Sun	Sept 18	Race 1
Mon	Sept 19	Race 2
Wed	Sept 21	Race 3
Fri	Sept 23	Race 4
Sat	Sept 24	Race 5
Sun	Sept 25	ICAYA Match Races
Sun	Sept 25	Trophy Ceremony

will be berthed during the series. Take the water shuttle that'll run from the club — it'll be worth the trip! Trust me, *Passage* is radical: tubular spreaders, an externally stiffened boom, a weird 120-foot 'fluted' mast, the whole nine yards. It's the lightest maxi ever built, bar none. Heck, it's the biggest single pre-preg composite structure ever built, bigger even than the doors of the space shuttle. No expense was spared — kind of the Graceland of maxi's, I'd say. Remember that friendly sperm whale emblem on the old *Passage*? Well, helllllllo baby, it's been changed to a killer whale on *Passage II*. Need I say more?

"Runner-up contenders would have to start with *Il Moro*, the "furniture version" of *Passage II* that has hot hired hands Paul Cayard and Iain Murray calling the shots. *Il Moro*'s currently leading the '88 Maxi World Tour, which consisted of the St. Thomas regatta, Kenwood Cup, and ends with this series. *Kialoa* is always a threat, but with their "new" old rig, who know's what they've got? *Sorcery*'s been getting cranked up lately, but they keep breaking stuff. *Ondine*'s quick enough, but they don't call her "the misguided missile" for nothing! You can't ever count out *Matador* either — they're sort of an on-again, off-again boat.

"*Boomerang* doesn't have the new bulb keel that everyone else went to, so they'll be in the second row. *Congere*, which just won the IOR part of a slow Bermuda Race, and *Sovereign* are a click off the pace. The mini-maxi *Emeraude*, whose crew always seems

"Remember that friendly sperm whale on the old 'Passage'? Well, helllllllo baby, it's been changed to a killer whale on 'Passage II'."

Steve Winwood and Eric Clapton could have slipped so low as to be doing beer commercials. What about the Big Boat Series, we

muffs the start, or maybe because it's a relatively flat water series, *Il Moro* and a few of the better masthead maxi's might have a

ONE TON WORLDS AND BIG BOAT SERIES:

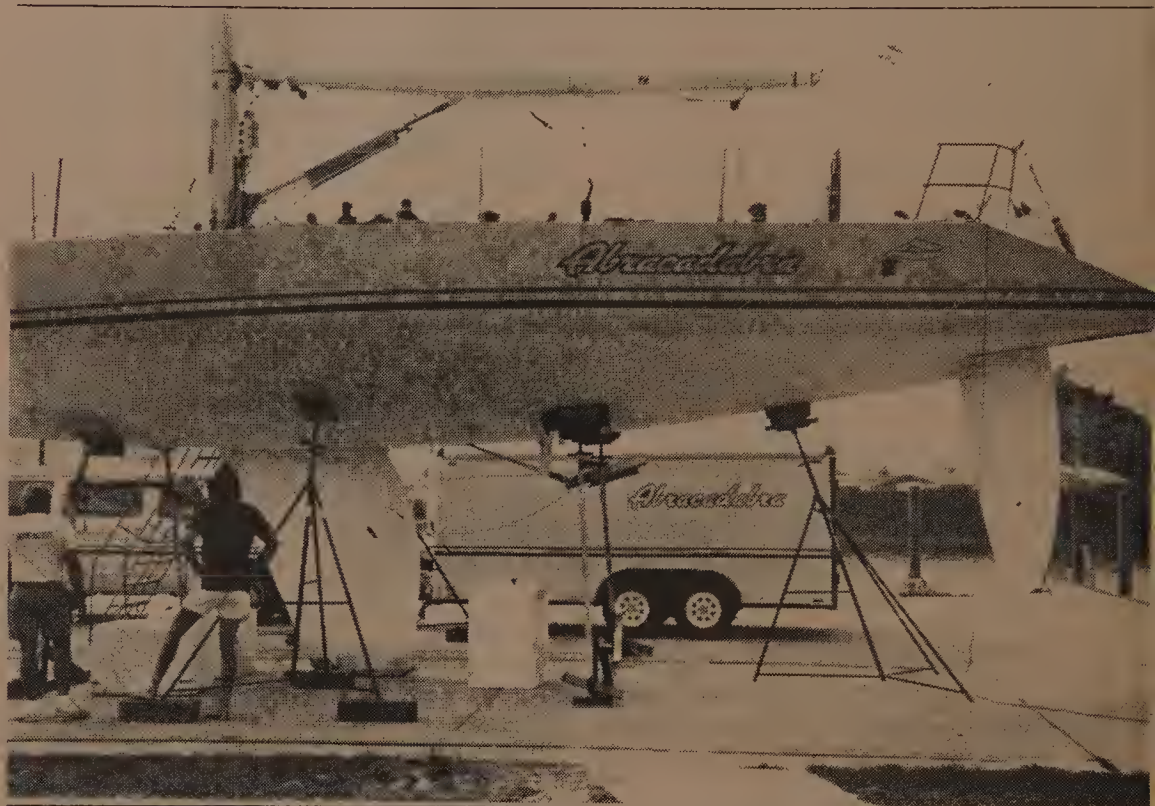
to have the best time, and the mini-mini-maxi *Winterhawk* will need oxygen masks coming off the starting line, and subsequently finish up in the ghetto. But then again . . .

Elvis paused to belch, a full Force Ten effort that cleared the table of napkins and defoliated a nearby hanging plant. We took the opportunity to move the conversation away from maxi's and on to the other classes.

"Picking a winner in the 50-footers isn't quite as easy," began the rotund retired rock n' roller, "There have been four different regattas this year for the 40 raters — well, three really, because the Annapolis regatta in May was so light only three out of seven races were held. But of the events that matter, *Infinity* won at Key West in January; *Fujimo* won in Miami in February; and *Abracadabra* just beat 12 other 50's in Detroit a few weeks ago. Mark Ploch's really got *Abracadabra* going now, and they'll be one of the boats to beat out here.

"I'd also expect *Fujimo* to do well, particularly if it's a heavy air series. *Infinity*, an owner driven boat, may do pretty well — they've won out here before two years ago. The sleeper in this class is *Great News*, which did well at the Southern Cross as *Highland Fling*, and recently came in second in class at the Kenwood Cup. The owner, Australian David Forbes, drives most of the time — he's a former Olympic gold medalist in Stars — and has Robbie Haines, Tom Blackaller, Steve Taft and Scott Easom on board to back him up, just in case.

"*Champosa V* — the 'Rolex Rangers' — will also be in the hunt. Her Japanese owner, Mark Morita, certainly isn't afraid to toss money at that project: at the Kenwood Cup, instead of T-shirts, he gave each crewmember a Rolex! He's even planning to host some 50-footer racing in Japan in October of '89 — apparently, he's footing the bill for shipping. They'll be at least two new 50's on



Bay Area boatyards are filled with exotic IOR weapons prepping for the upcoming two regattas.

Blue, is really light and fast, but hasn't put a whole regatta together yet. The other boats just aren't as fast, although *Locura* has been lightened up and may be sailed better than usual with Chris Dickson aboard. *Yeoman XXVII* will be sorting out a new rig, if they make it at all. *Springbok's* too specialized towards heavy air; *Carat's* messing around with a new bulb keel, but the project just doesn't seem that together; and *Tomahawk* — well, they're nice guys, but they're going to get beat up pretty badly in this league. And that's the way it is.

"As for the other class, the leftovers — well, who cares? The show's in the other three classes," continued The King as he

Camouflage.

"By the way, I hear that Al Schultz took a chainsaw to *Camouflage* and gutted the heavy interior, claiming it was 'good therapy' from the stress of the entertainment world. I thought about doing that myself once, back in '64 when I owned the *Potomac*. What a fixer-upper! You know I stole that thing for \$55,000 at an auction in Long Beach? I didn't keep it very long but if I had, I was going to get a little runabout to go with it. Naturally, I was going to call it *Love Me Tender* . . ."

By now, the lunch crowd was beginning to trickle in. Breakfast with Elvis had been a treat, but we had to get down to the boat. As we got up to leave, Elvis grabbed a lunch menu and ordered "one of everything, and another pitcher." The last guy on our crew to shake his sweaty, gold-ringed hand inquired, "By the way, what boat will you be sailing on?"

Elvis' wide face broke into that famous smile. Suddenly, unable — or too drunk — to contain himself any longer, he jumped up on the table and burst into song: "You can knock us down, you can tack on our face — we can blow up sails all over the place. You can sail anyway that you want to do, but I'll be on the boat that's ahead of you."

Go, cat, go!

— latitude — rkm & eap

. . . at the Kenwood Cup, instead of t-shirts, he gave each crewmember a Rolex!

the scene by then — a new *Carat* and a new *Windquest*, both Farr 50 sisterships to *Great News*. Anyway, both *Champosa* and *Great News* are unknown quantities: this is their maiden voyage in the 50 class.

"Another fractional rig, the Swedish Royal

ordered his third pitcher of morning Michelob. "*Blade Runner* will win — they might as well engrave the trophy now. *Insatiable* should win a few races, especially the ebb tide ones, but *Twist's* boat will get away while *Insatiable* slugs it out with *Cadenza* and

RETURN OF THE ROCKSTARS

Entry List: 1988 One Ton Cup*

Yacht	Sail #	Owner	Driver	Tactician	Designer	Country
Aggressive	US 25000	H. McHale/F. Piku	Tim Woodhouse	—	Joubert/Nivett	United States
Black Jack	BL 898	Lauritis von Lachmann	—	—	Farr	Brazil
Bodacious	US 41001	Wayne Womack	Wayne Womack	Doug Miller	Farr	United States
Bravura	US 18975	Irving Loube	Bill George	Scott Eason	Farr	United States
Challenge 88	US 41988	Challenge 88 Syndicate	John Uznis	Bruce Nelson	Nelson/Marek	United States
Fair Share	KZ 609	O'Neill/Ross/Benton/Hogg	Russell Coutts	—	Farr	New Zealand
Fram V	N 7000	H.R.H. Prince Harald	—	—	Farr	Norway
Jazz	US 69250	Roderic Park	Malcolm Park	Howie Marion	Beneteau	United States
Joint Venture	KASM 50	Ron Elliott	Ross Lloyd	Jeff Madrigall	Dubois	Australia
Juno	K 505	Michael Peacock	—	—	Humphreys	England
Magic	K 3887	Hugh Treharne	—	—	Takai	Australia
Notre Dame	US 33846	Don Lazarz	—	—	Beneteau	United States
Once a Jolly Swagman	KASM 8	Chas Jacobsen	—	—	Davidson	Australia
Pacific Sundance	KZ 5281	Arthur Morgenstern	Pete Heck	Cliff Stagg	Farr	United States
Pendragon	US 97211	John MacLaurin	Kimo Worthington	Healy/Menninger	Davidson	United States
Propaganda	KZ 6161	Bailey/Fay/Richwhite	Rick Dodson	John Bertrand	Farr	New Zealand
Ragtime	US 40864	John Georges	Mark Ploch	—	Nelson/Marek	United States
R. Ultimate Challenge	KASM 2	Lou Abrahams	Lou Abrahams	—	Dubois	Australia
Rush	US 41801	Thomas Stark	Terry Nielsen	Dave Hulse	Farr	United States
Sagacious	KA 4020	Gary Appleby	Peter Gilmour	—	Farr	Australia
Skedaddle	US 18581	L. Otterson/D. Jesberg	Jack Hallerman	Ray Pingree	Reichel/Pugh	United States
Slip Slidin' Away	NA	George Congreve	—	—	Graham/Schlag	United States
Team Cirkeline	D 1230	Finn Thomsen	P.R. Hojensen	—	Farr	Denmark
The Esanda Way	KA 5500	Warren Johns	Jamie Wilmont	—	Davidson	Australia
Victory	US 97256	Robert Butkus	Kelly Gough	Carl Schumacher	Dubois	United States

(* As of 8/25/88)

Entry List: 1988 Big Boat Series*

St. Francis Perpetual (Maxi's)

Yacht	Sail #	Design	Owner/Driver	Rating	Yacht Club
Boomerang	33700	Frers 81	G. Coumantaros/J. Neuberth & C. Tompkins	—	New York YC
Congere VI	—	Frers 77	Bevin Koepfel/Butch Ulmer	69.74	—
Emeraude	F 9112	Frers 72	Jacques DeWally/Dennis Durgan	62.50	Yacht Club de France
Il Moro di Venezia	I 11111	Frers 80	Raoul Gardini/P. Cayard & I. Murray	70.05	Yacht Club Italiano
Kialoa V	13131	Frers 79	John Kilroy/Dennis Conner	70.05	Cal YC
Matador	33955	Frers 81	William Koch/Gary Jobson	70.04	New York YC
Ondine VII	1016	Frers 79	Huey & Russel Long/Ed Lorence	—	New York YC
Sorcery	7177	Mull 82	Jake Wood/N. Davant & B. Boettcher	70.05	Pacific Mariners YC
Sovereign	KA 130	Pedrick 84	Bernard Lewis/Peter Gilmour & J. Andron	70.05	C.C. of Australia
Winterhawk	87204	Farr 68	Hal Day/Gary Swenson	—	Bahia Corinthian YC
Windward Passage II	KA 1988	Frers 80	Rod Muir/Grant Simmer	—	C.C. of Australia

City of San Francisco (50 footers)

Yacht	Sail #	Design	Owner/Driver	Rating	Yacht Club
Abracadabra II	42250	N/M 50	Jim Andrews/Mark Ploch	40.00	—
Carat VI	S 51001	Frers 50	Wictor Forss/Larry Leonard	40.05	Royal Swedish YC
Champosa V	3786	N/M 50	Mark Morita/G. Weisman	—	Kona Kai YC
Fujimo	16050	Frers 50	Jerome Schostak/John Bertrand	—	Bayview YC
Great News	KA 1770	Farr 50	David Forbes/Haines(Blackaller, Taft)	—	C.C. of Australia
Infinity	21212	N/M 50	John Thomson/same(K. Read)	—	Manhasset Bay YC
Locura	41500	Soverel 50	deGuardiola & Vadia/Chris Dickson	40.01	Coral Reef YC
Royal Blue	S 10010	Briand 50	Ekdahl & Tammi/Pelle Petterson	39.80	Royal Swedish YC
Springbok	40868	Vallicelli 50	David Rosow/Tom Whidden	40.52	Pequot YC
Tomahawk	87122	Frers 51	John Arens/Tom Willson	—	Balboa YC

Atlantic Perpetual (Mid 30-raters)

Yacht	Sail #	Design	Owner/Driver	Rating	Yacht Club
Blade Runner	8995	R/P 47	Bill Twist/same(Bruce Humann)	37.25	St Francis YC
Cadenza	47774	N/M 45	Jean Elchenlaub/Scot Tempesta	35.93	San Diego YC
Insatiable	41241	N/M 45	R. Krehbiel & D. Tank/—	35.18	Chicago YC
Camouflage	87192	Frers 45	Al Schultz/Steve Washburn	34.80	Long Beach YC
High Risk	18943	Smith 43	Jim Mizell/Jeff Madrigall	33.42	St Francis YC
Shockwave	87629	Frers 43	Richard Cavalli/same(Steve Griffon)	33.81	Santa Monica YC
Persephone	87849	R/P 42	Jack Woodhull/same(Ben Mitchell, Jr.)	32.72	Cal YC
Scarlett O'Hara	18950	Peterson 43	George Barrett/—	32.43	StFYC

Keefe-Kilbourn (One Tonners)

see "Entry List: 1988 One Ton Cup"

(* As of 8/25/88)

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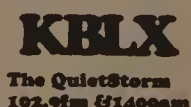
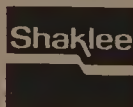
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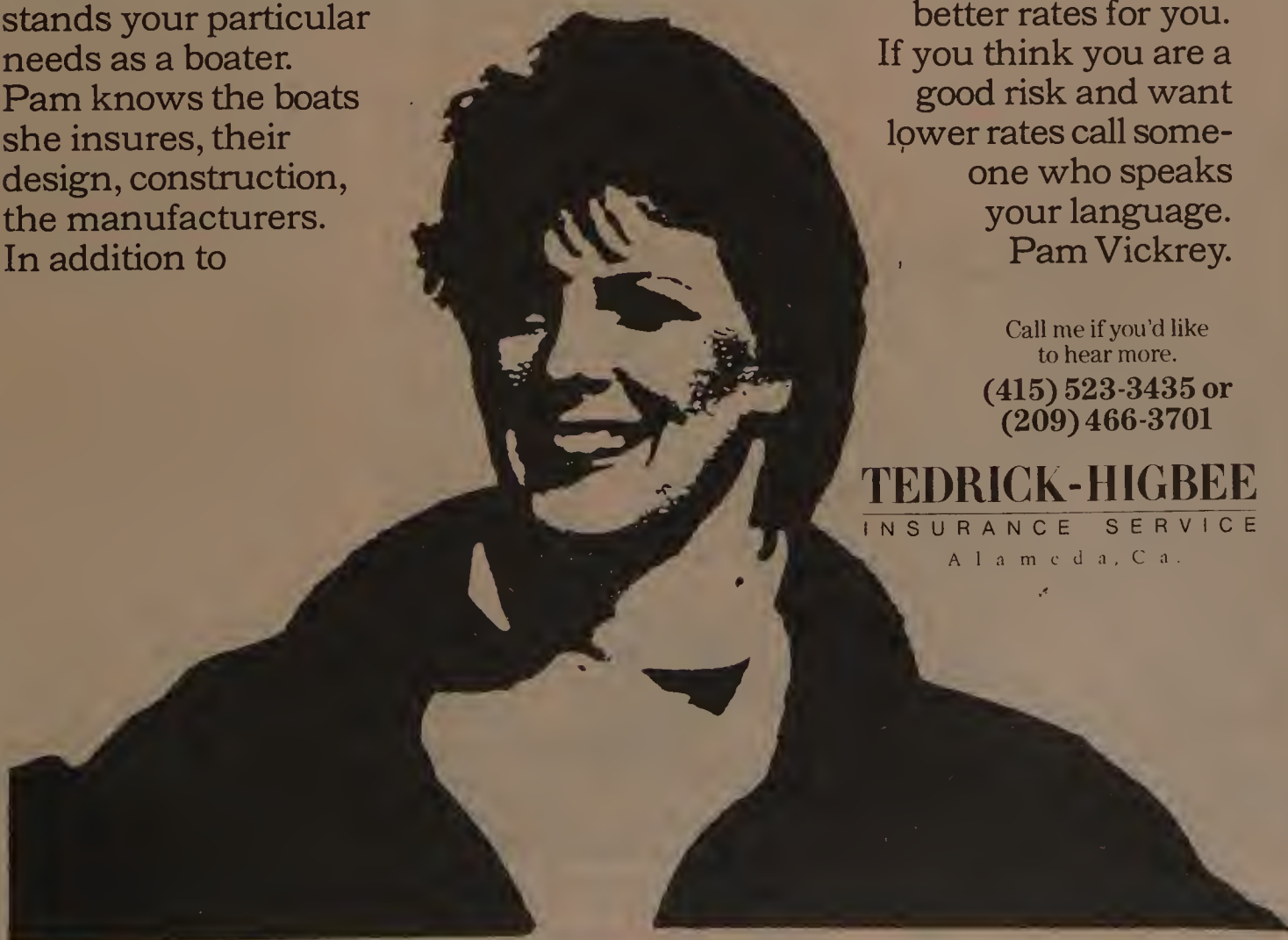
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THE RACING

This month in **The Racing Sheet** we have coverage of the follow class' national championships: **Express 27**, **Santa Cruz 27**, **Santana 35**, **Snipe** and **El Toro**. You'll find results of the following ocean races: **Ocean/Vallejo**, **Drake's Bay**, and **Ong**. And on the subject of ocean races, **Blondie** just broke another course record, prompting us to compile our first shot at **West Coast Monohull Course Records**. There's some news on the **Plastic Classic**, a look at the **Nimitz Regatta's** new format, the **Monterey Bay Singlehanded Race** and the upcoming **Salem Pro-Sail**. The **Ultimate Yacht Race** is back in the news; we have the results of the **J/24 Fleet Championship**; and in the boardsailing world the **West Coast Production Championships**. And — good news! — two local sailors just won bigtime junior championships, the **Sears Cup** and the **Governor's Cup**. And, of course, the column ends with the usual tidbits of **Race Notes**.

Express 27 Nationals

Eliel Redstone, a 44-year-old architect/developer from Corte Madera, and sailmaker Jeff "Madro" Madrigali teamed up to win their second Express 27 Nationals with Yeofy on July 27-31. Their first victory was in 1986, shortly after Redstone bought the boat from the person who won it in a raffle benefitting the United Way of Santa Cruz County ("He never even unwrapped it," said Eliel). Despite making it look easy — Madro steered Yeofy to finishes of 1,1,2,6,3,2,DNS in the one throwout series — Redstone claimed, "The competition is a lot stronger than it was in '86. Any of the first four or five boats could have won."

based on upwind speed. "Also, we had clean starts, and always went the right way," he said. They also had a bit of luck: in the first race, which started near Richmond and ended up at the Golden Gate YC, Yeofy was over early and had to restart. With nothing to lose, they split to the right side of the course all alone. The "flyer" paid off, as they sailed into a massive header, flipped to starboard and crossed the fleet, going on to win comfortably.

Yeofy also won the second Bay race of the day, which ended downwind near the Rich-

Crew work was at a premium in the recent heavy air Express 27 Nationals.



drove **Leon Russell** to a pair of seconds on the first day. In the windy conditions, Jim Petersen's **Risk** lost her mast when the deckstepped rig came loose from its mast step. Another boat, **Ron Collins'** delightfully named **Men at Work**, inverted their mast the next day, and had to miss Saturday's racing while they had it straightened. Two tweaked rigs out of 24 boats is about average in this fleet: the thin walled, bendy Express rig demands constant attention. "It's also part of the reason these boats are so much fun to sail," said Madrigali.

The second day was a 32-mile heavy air distance race, highlighted by an adrenaline (and mainsail) pumping three mile spinnaker reach from Yellow Bluff to Blossom Rock in 30 knots of breeze. Santa Cruz sailmaker Dave Hodges took that race, sailing Jim Rapp's yellow **Flying Circus**. Race organizer and Express stalwart Gary Clifford felt that Hodges displayed the best boatspeed, especially off the wind, during the first three long races (the "super speedway" days).

Then, after a layday on Friday, it was time for four races on the "dirt track" — the Berkeley Circle — on Saturday. These compact courses were designed to test boat-handling and tactics more than boatspeed, and Bren Meyer's skills once again became evident as he won two of these races with **Summer Palace**. Kame Richards also picked



DORIS KALIN

Redstone, a former Newport 30 owner who says he's glad he converted to lighter, faster boats, said that they won the regatta

mond YC. Greg Paxton, sitting in for regular helmsman Russ Johnson (who missed the early part of the regatta because of business),



DORIS KALIN

Jump a wave and you're sittin' on top of the world — 'Salty Hotel' at the Express 27 Nationals.

up a bullet with *Frog In French*, and Hodges won the last race when the pressure was on (second through fifth places were up for grabs). "We gave them a really short triangle for the last race," recalled Clifford, "It was a one lap, you-snooze-you-lose, trophy dash!"

In addition to Redstone and Madigali, Yeofy's winning crew included Phil Bickford, Brian Kellogg, Dave Wisnom, and David Wren. Top scoring amateur, and winner of the "pink slip" division for owner/drivers, was Ron Kell, who sailed *Abigail Morgan* to sixth overall. Next year's regatta will once again be held on the Bay and the Express class officers are already busy trying to attract sponsors, as well as more out-of-town entries.

1) **Yeofy**, Eliel Redstone/Jeff Madrigali, 14.5 points; 2) **Flying Circus**, Jim Rapp/Dave Hodges, 17.5; 3) **Leon Russell**, Leon Daniels/Russ Johnson/Greg Paxton, 20; 4) **Summer Palace**, Mike Berger/Bren Meyer, 23.5; 5) **Frog In French**, Kame Richards, 23.75; 6) **Abigail Morgan**, Ron Kell, 34; 7) **Trimmer**, Skip Shapiro, 40; 8) **Beth**, Mik Beatie, 41; 9) **Light 'n Up**, Wayne Kipp, 52; 10) **Friday**, John Liebenberg, 53. (24 boats)

Plastic Classic

Thirty-five vintage fiberglass boats recreated the 60's by participating in Bay

View Yacht Club's fourth annual Plastic Classic regatta and concourse d'elegance on July 23. According to race official John Super, "This is an event for early Tupperware boats, defined as any glass boat designed before 1970. The most 'modern' class we invite are the Santana 22's, which barely made it under the wire."

This year's Classic, as usual, featured the regatta's trademark windward mark — a raft containing five BVYC women in bathing suits loitering around a plywood cutout of a cow wearing sunglasses. What that's got to do with Tupperware in the 60's escapes us, but it certainly sets the tone for this low-key, good-time event. This year, after a small marine flea market, 31 boats raced an 11.3 mile course in the South Bay. Joe Sheehy's Santana 22 *Wile E. Coyote* won the race, which was sailed in typical South Bay conditions — 15 knots of breeze and about six inches of chop. ("It sure beats sailing on the Cityfront!" said Super.)

Nine boats also competed in a concourse d'elegance once again judged by three wooden boat sailors. *Escape*, Mark and Mary Warnock's 1968 blue Pearson Vanguard 33 was the winner of the "most elegant" trophy. The Warnocks, who use the boat as a weekend retreat from the blistering summer heat of Anderson (near Redding), spent two full days buffing up their boat prior

to the contest. Winners in three other categories were as follows: "Simplest to Singlehand" was *Bay Lady III* (Pearson 27, David Shelton, San Anselmo); "Most Stock Boat" was *Via Duck* (Victory, Denise Goodman, San Francisco); and "Nicest Interior" was, once again, *Escape*.

Next year's Plastic Classic is scheduled for July 22. Race winners follow:

ISLANDER BAHAMA — 1) **Menehune**, Sandi ("Mike's wife") Sheets, SF; 2) **Alternative**, Mike ("Sandi's husband") Sheets, SF. (5 boats)

COLUMBIA CHALLENGER — 1) **Osprey**, Jim Adams, Kentfield. (3 boats)

CAL 20 — 1) **Andulisa**, Richard Taylor, Pleasanton. (2 boats)

TRITON — 1) **Bolero**, Ely Giliam, SF. (2 boats)

PHRF (NON-SPIN) — 1) **Pathfinder**, Ariel, Ed Ekers, Santa Cruz; 2) **Seebar**, Electra, Dennis Brewer, Tiburon. (5 boats)

PHRF (SPIN) — 1) **Wile E. Coyote**, Santana 22, Joe Sheehy, SF; 2) **Hawk**, Alberg 30, Steve & Wren Collins, Alameda; 3) **Friends**, Alberg 30, Lanny Vincent, Alameda. (14 boats)

Ocean/Vallejo Race

Vallejo YC's 52-mile Ocean/Vallejo Race, also known as Horace's Revenge, solidified it's reputation as a flukey crapshoot this year. The first boat to Vallejo was Howard Sacks' well-sailed Olson 40 *Clipper*, which finished just after midnight on July 24, more than 14 hours after the start. Only 6 more boats out of 23 starters fought it out to the finish. Most boats dropped out at the upwind mark — Duxbury Reef — sometime in the late afternoon. John Dukat, who sailed on the class winning MORA-maxi *Bloom County*, summed the race up in one word: "Borinnngg!"

IOR — 1) **Leading Edge**, Wylie 34, Joe Starritt, TYC. (1 boat)

PHRO — 1) **Clipper**, Olson 40, Howard Sacks, EYC; 2) **Movin-On**, Jeanneau sloop, Bob Neal, BenYC; 3) **Rocinante**, Beneteau 42, Alex Malaccor-to, IYC. (9 boats)

MORA — 1) **Bloom County**, Mancebo 30, Carl & Mark Ondry, SeqYC; 2) **Kitty Hawk**, Sonoma 30, Rhonda Fleming, SCC; 3) **Chinese Hedge**, Olson 30, Paul Vincent, SCC. (13 boats)

New Format for the Nimitz

Berkeley YC's annual Nimitz Cup, scheduled for October 15, won't be just another run-of-the-mill (yawn) PHRF/IOR race this year. Hoping to improve on last year's dismal 16 boat turnout, BYC has

THE RACING

come up with a new format — interclub handicap team racing. It'll work like this: each of the 87 yacht clubs in the PICYA are invited to send a three boat team to the competition whose aggregate PHRF rating is between 425 and 475. Actually, each club can send two teams if they choose.

The Cup will consist of two fleet races on the Berkeley Circle, giving each team six individual finishes, of which the worst is discarded. It's not team racing *per se* (USYRU team racing rules aren't in effect); rather, everyone sails as fast as they can, hoping to collect as many points as possible for their team. There's still some strategy to this game (e.g., don't paste your team-mates, start at different sections of the line, etc.), but mainly a club's success will lie in the make-up of the team they put together. Getting the team to rate as near to 425 as possible is important: everyone starts together, so smaller boats are clearly at a disadvantage on the first, and sometimes second, beat.

Variations on this type of relatively low-key interclub racing have been catching on in a big way down south. The Ventura Cup, which has been dominated by Santa Barbara YC and Anacapa YC, started it all half a dozen years ago. Santa Monica Bay has been doing it for three years now (California YC has won all three), Long Beach has done it twice (Alamitos Bay YC and Long Beach YC have each won once), and Newport has held one of these events (Balboa YC won). Most of these "Ventura Cup" clones involve five boats on a team and three races.

It's great to see this fun racing format finally make it up to the Bay. Entry forms are due by September 23 — call Bobbi Tosse at (415) 939-9885 for more information. Remember: yacht club bragging rights are at stake!

RYC Juniors Win the G-Cup

Balboa YC's 22nd annual Governors Cup — often called the Congressional Cup for teenagers — was held August 4-7 off Newport Beach. Twelve teams from around the country, including a team from New Zealand, match raced each other in Santana 20's. Though not a USYRU sanctioned event, this prestigious regatta is considered the premier youth match racing series in the States.

Going into the last day, any of five teams

St. Francis (#3) leads Richmond (#8) in the Governor's Cup. StFYC won the race; RYC won the regatta.

could have won the Governors Cup. However, in the end, it was the talented Richmond YC trio of Jason Fain, Tony Fisher and Forrest Fennell who prevailed with a near-perfect 10-1 record. Their only loss came at the hands of their Bay rival, St. Francis YC. Skipper Fain, an 18-year-old product of the Richmond YC junior program, took the same team to the Sears Cup last year and finished second. Newport YC's Jeff Olson finished second in the G-Cup, and StFYC's team of Morgan Larson (skip-

per), Brandon Paine and Hogan Beatie finished third on the tie-breaker.

Ironically, Fain originally didn't even want to go to the Governor's Cup, figuring that with almost no experience in Santana 20's, he didn't have a chance.

1) Richmond YC, Jason Fain, 10-1; 2) Newport Harbor YC, Jeff Olson, 9-2; 3) St. Francis YC, Morgan Larson, 9-2; 4) New Zealand Youth Squad, John Bilger, 8-3; 5) Capistrano Bay YC, Geoff Becker, 8-3; 6) Bahia Corinthian YC, Julie Norman, 5-6; 7) San Diego YC, Damian Craig, 5-6; 8) Balboa YC, Eric Proul, 4-7; 9) Waikiki YC, Jay Jaskot, 3-8; 10) Alamitos Bay YC, Pat Deere, 3-8; 11) Southwestern YC, Paul Brotherton, 1-10; 12) Chicago YC, William O'Brien, 0-11.



Blondie Breaks Another One

Course records have been falling faster than Express 27 masts this summer, both on the East Coast and on this coast. July was a particularly bloody month for the record book: in the CSTAR, Frenchman Philippe Poupon ruthlessly hacked six days off his own 1984 record, sailing his trimaran *Fleury Michon* across the Atlantic in an unbelievable 10 days, 9 hours, 15 minutes, and 9 seconds — upwind! Talk about smokin'!

Locally, unless you somehow neglected to pick up a *Latitude* last month, you already know that in July, Pat Farrah's nearly unbeatable Santa Cruz 70 *Blondie* obliterated the old Catalina Race course record, while

die's winning time was 7 hours and 10 minutes, for an 11.2 knot average over the 87 mile course. Second across the line was Hal Ward's quick new Nelson/Marek 68 *Cheval*, which two months ago won her race debut in the Marina del Rey to San Diego Race.

"The record fell because unlike most years, we had wind getting out of Santa Barbara," said *Blondie* crewmember Mark Wilson. "We set our kite before the other sleds, and despite rounding up eight or nine times and nearly killing all 11 of us on the grinder, we pulled ahead and stayed ahead."

Blondie's latest assault on the "record book" caused us to realize that there actually

Farallones? MORA Long Distance?) or if anyone spots the inevitable error or two, please drop us a note.

Monterey Bay Singlehanded Race

On Saturday, July 23, the Monterey Peninsula YC sponsored its first Monterey to Santa Cruz and back singlehanded race. The 40.4 mile course started at 10 a.m. off the Monterey Mile Buoy, left the Santa Cruz Mile Buoy to port, and returned to finish off the end of Monterey Wharf. The 14 entrants were divided into racing and cruising (non-spinnaker) classes.

The first of these hardy heroes to emerge from the fog and cross the finish line in bright

West Coast Monohull Course Records

Race	Boat	Year	Time	Length	Skipper	Notes
TransPac:						
L.A. — Honolulu	<i>Merlin</i>	1977	8:11:01:45	2225	Bill Lee	Fastest time
	<i>Merlin</i>	1981	8:11:02:31	2225	Nick Frazee	2nd fastest time
	<i>Drifter</i>	1977	8:11:19:26	2225	Harry Moloscho	3rd fastest time
	<i>Merlin</i>	1987	8:11:47:00	2225	Campion/Sevely	4th fastest & IOR 70 record
San Francisco — Kauai	<i>Merlin</i>	1986	8:14:50:00	2126	Bob Cramner-Brown	Unlimited PH (discontinued)
Singlehanded — S.F. to Kauai	<i>Intense</i>	1988	11:15:21:00	2120	Bill Stange	Olson 30
San Francisco — Kaneohe Bay	<i>Kathmandu</i>	1988	9:03:23:00	2070	Phillipe Kahn	IOR 70 (1st race)
Victoria, BC — Maui	<i>Merlin</i>	1978	10:00:02:00	2308	Doug Fryer	IOR 84.8
Mexican:						
Marina del Rey — P.V.	<i>Joss</i>	1985	4:23:14:00	1125	Dick Daniels	Mac 65 — Unlimited PH
San Diego — Manzanillo	<i>Sorcery</i>	1986	5:23:59:00	1110	Jake Wood	Mull 82
Long Beach — La Paz	<i>Drifter</i>	1979	5:23:52:00	940	Beauchamp/Alexander	Discontinued race
Long Beach — Cabo	<i>Blondie</i>	1985	3:03:46:00	804	Martin/Blackaller	—
L.A. — Guadalupe — Cabo	<i>Cheetah</i>	1986	5:00:10:00	870	Dick Pennington	Unlimited PH (1st race)
Newport — Cabo	<i>Blondie</i>	1987	2:22:00:00	790	Robert McNulty	IOR 70
Newport — Ensenada	<i>Merlin</i>	1980	N/A	125	N/A	Unlimited PH
San Diego — Ensenada	<i>Kathmandu</i>	1986	06:11:00	62	J. Landon	—
Coastal:						
Oakland — Catalina	<i>Blondie</i>	1988	3:51:00:35	385	Pat Farrah	IOR 70
Ano Nuevo Race	<i>Pandemonium</i>	1987	7:17:00	78	Corlett/McCallum	IOR 70
Windjammer Race	<i>Merlin</i>	1984	5:59:17	67	Donn Campion	Unlimited PH
Marina del Rey — San Diego	<i>Ragtime</i>	1980	14:00:04	105	Daniels/Phelps/Hickman	—
Santa Barbara — King Harbor	<i>Blondie</i>	1988	7:10:00	87	Pat Farrah	IOR 70

Bill Stange likewise brutalized the Singlehanded TransPac record.

Last month, on August 5, Farrah rewrote the record book again, knocking an hour and a half off *Drifter's* 1984 record in the Santa Barbara to King Harbor Race. *Blon-*

die's isn't a record book *per se* of west coast distance records. Figuring someone should start keeping track of these things, we took it upon ourselves to whip up a brief summary of this information. If anyone has any other records to add to the list (Swiftsure?

sunshine was Dave Morris, who brought the Olson 30 *Wind Spirit* home at 4:38 in the afternoon. Two boats were nipping at his heels: Allan Patterson's Soverel 33 *Grand Jete* and Gary Schnabel's Olson 30 *Tsavorite* both finished less than two minutes

THE RACING

later. *Procleia*, Gene Maly's Columbia Challenger, won on corrected time by four and a half minutes over the next boat.

— carol dibner

RACING CLASS — 1) *Procleia*, Columbia Challenger, Gene Maly; 2) *Impetuous*, Cal 29, Art Sutton; 3) *Saltshaker*, SC 27, Ron Gorell; 4) *Wind Spirit*, Olson 30, Dave Morris; 5) *Tsavorite*, Olson 30, Gary Schnabel; 6) *Semiramis*, SC 27, Robin Jeffers; 7) *Grand Jete*, Soverel 33, Allan Patterson; 8) *Bustin' Loose*, Santana 30/30, Jeff Pulford; 9) *Typhoon*, Moore 24, Geoff Goldstein; 10) *Coquita*, Santana 23, Kelly Morgan. (10 boats)

CRUISING CLASS — 1) *Akamauana*, Westsail 43, Dan Clarke; 2) *Saraband*, S&S sloop, Steve Gann; 3) *Thales*, Carter 33, Allan McGinnis; DNF) *September's Tide*, Coronado 27, Hal Winner. (4 boats)

Smoke on the Water: Salem ProSail

Fasten your seatbelts, sports fans, and get ready for the first *real* professional yacht racing ever held on San Francisco Bay.

The second leg of the three part Salem ProSail Regatta is scheduled for October 8-9 off the beach at Crissy Field. Approximately

ing to the winner of the Formula 40 class.

Unlike the Ultimate Yacht Race, this series doesn't cost the competitors a dime to enter, courtesy of Salem's \$500,000+ sponsorship. Why then, we wondered, doesn't everyone rush out and buy a Hobie 21 and go after the "free" \$5,000 first prize? Apparently, the boat is currently so popular that the waiting line is six months long. Rats! Then why not try to dig up a Formula 40? Used ones over in Europe, it turns out, start at \$65,000 — if you can find one. Darn! Looks like we'll end up watching this one from the "spectator village" at Crissy.

It does promise to be highly entertaining, especially if those rumors about Tom Blackaller entering a Formula 40 are true. We also hear through the grapevine that San Diego's Anne Gardner Nelson may be spearheading an all-women Formula 40 team. To be honest, we've never seen one of these multi-hull rocketships before, but we've read a lot about them in *Seahorse* and the like. We're drooling in anticipation of seeing a 40 up

Salem ProSail circuit is Miami in November. Results of the first ProSail, held on August 11-14 in Newport, R.I., follow:

FORMULA 40 — 1) **Randy Smyth**, Huntington Beach, CA, 13.25 points; 2) **Scott Allan**, Annapolis, MD, 16.5; 3) **Ken Read**, Newport, RI, 17.75 (7 boats)
HOBIE 21 — 1) **Brett Dryland**, Perth, Aus., 10 points; 2) **Carlton Tucker**, Ft. Walton Beach, FL, 15.5; 3) **Ian Bashford**, Sydney, Aus., 20.75; 7) **Dave Clacher**, Santa Rosa. (21 boats)

Drake's Bay Race

The smallest Drake's Bay Race ever took place on August 6-7. Only 16 boats participated — hardly enough to waste a few shotgun shells on — but the faithful were rewarded with one of the most pleasant weekends ever in the ocean. The beat up turned into a port tack fetch, and boats were rafted up in the isolated Bay by mid-afternoon.

The first few hours of the 28-mile run home the next day were typically light. Eventually, the wind filled in and most of the fleet finished by five o'clock. The Sausalito YC literally didn't waste any shotgun shells finishing the fleet — due to some kind of communication breakdown, no one showed up to take finish times. With only a few racers in each division, it was relatively easy to reconstruct finish times. However, the YRA office warns us, the following results are still preliminary.

MORA — 1) **Bloom County**, Mancebo 30, Carl & Mark Ondry, SeqYC, 2.75 points; 2) **UXB**, Express 27, Pat Strange, RYC, 3.75; 3) **Bloody Mary**, SC 27, Franz Klitza, RYC, 5. (3 boats)

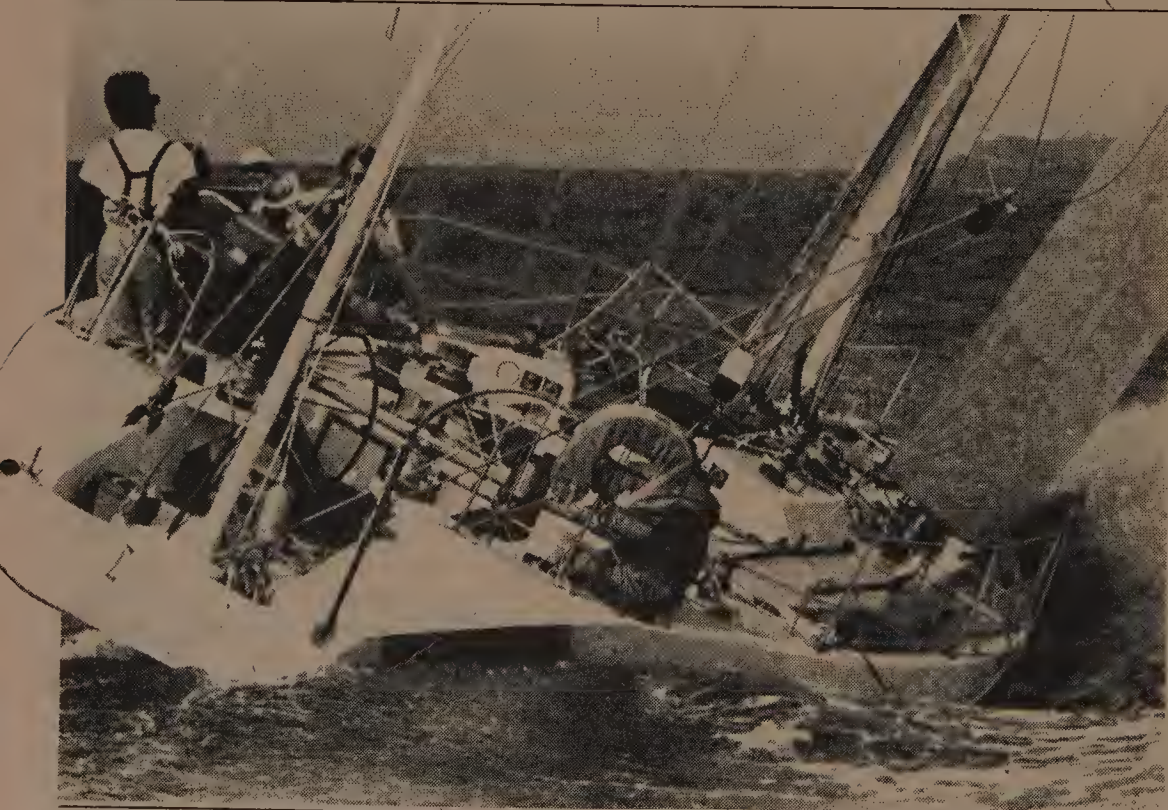
IOR — 1) (tie) **Great Fun**, Davidson 50, Stan Glaros, CYC, 4.75 points; **Annallse**, Wylie 34 mod., Paul Altman, IYC, 4.75; 3) **Quadri**, C&C 38, Dick Lang, OYC. (5 boats)

PHRO — 1) **Blitz**, Express 37, George Neill, RYC, 2.75 points; 2) **American Eagle**, Santana 35, Frank Purdy, StkSC, 7.75; 3) **Clipper**, Olson 40, Howard Sacks, EYC, 8. (7 boats)

SSS — 1) **Nidaros II**, Santana 30/30, Bjarn Junge, AEYC, 1.5 points. (1 boat)

Snipe Nationals

In 1931, back when sailing journalists were a bit better rounded, the editor of *Rudder* magazine, Bill Crosby, designed the 16-foot long Snipe. Plans for the hard-chined two-person boat appeared in his magazine, and despite — or perhaps be-



LATITUDE/JOHN R

seven speedy Formula 40's and 20 Hobie 21's are expected to compete in seven short races, all of which will occur right in front of the Presidio to maximize spectator participation. At stake is a total of \$125,000 in prize money, with the lion's share (\$20,000) go-

'Great Fun' heading west in the Ong Triangle. It's good to see the Davidson 50 back where she belongs — racing.

close and personal, and can't wait for the ProSail show to come to town.

The next stop after San Francisco for the



COURTESY TOM PAYNE

cause of — the Depression, the economical (\$150 all up) little craft caught on in a big way. Though hardly the fastest thing afloat, the Snipe went on to become one of the biggest classes in the world, now numbering 800 fleets on five continents.

The latest U.S. Nationals for this popular class occurred in early August on the Bay, and when it was over, skipper Craig Leweck and crew Chris Raab of San Diego pulled out a narrow victory over the defending champion, Steve Callison of Columbus, Ohio. The highest scoring local boat in the 33-boat Nationals (15 others didn't make the cut and sailed in a consolation fleet) was the Bart Hackworth/Paul Kerner team in third place.

The event, which drew mainly California boats, was co-hosted by Encinal YC, which put on the shoreside activities (including an evening boatride/pub crawl on the Estuary), and St. Francis YC, which ran the races. Conditions for the six race, one throwout finals were uncharacteristically light, which put a premium on figuring out the currents of the Bay. The outcome of the series came down to the last race, with Leweck hanging

Typically tight action at the weather mark in the Snipe Nationals.

on to beat Callison by 3.5 points.

Meanwhile, skipper Brad Rodi and Brett Davis beat 16 other juniors to win the Snipe Junior Nationals, and Eric Scheiderman and Rowen Clark won the Consolation Series. Both of these winning teams, like the Leweck/Raab combination, hail from the Snipe-happy town of San Diego. Results of the Snipe Nationals follow:

1) **Craig Leweck/Chris Raab**, Mission Bay, 18.5 points; 2) **Steve Callison/Robby Franchette**, Columbus, Ohio, 22; 3) **Bart Hackworth/Paul Kerner**, SF, 27.75; 4) **Jack Franco/Rob Lindley**, Alamitos Bay, 31.75; 5) **Mike Segerblom/John Smoak**, Alamitos Bay, 40; 6) **Mark Rastello/Dwayne Bora**, SF, 41; 7) **Robin Gales/Randy Gallman**, Mission Bay, 41; 8) **Keith Dodson/Shelly Gauntt**, Alamitos Bay, 41.75; 9) **David Fagen/Christian Obenshain**, St. Petersburg, Fla., 42; 10) **Jeff Lenhart/Tarasa Davis**, Mission Bay, 41.

Other SF Bay finishes: 11) **Warren/Mary Lynn Wheaton**, 46 points; 15) **Rich Bergsund/Jon Perkins**, 63; 16) **Packy Davis/Darrin McLellan**, 64; 31) **Bill Denhart/Sandra Iverson**, 145. (33 boats).

El Toro NA's

Forty-three intrepid "Toro" sailors, over

half of them from the Bay Area, brought their diminutive craft to Sequim, Washington, for the El Toro North Americans between August 1-5. Winner of the six race, one throwout, event was Kewi Lim of Hawaii, whose father built *Sweek Okole*, among others. Second place went to perennial ET champ Hank Jotz, of Weaverville. Third place went to a Seattle boatbuilder, Howard Greenwood.

Tied on points for fourth were three Richmond YC sailors, who after the tiebreaker finished as follows: Aad Romelese, Loretta Maloney, and Jim Maloney. Here's the punchline — they're all related! Aad is Loretta's father, and Loretta is Jim's wife. That's what we like about El Toro's: it's all in the family.

The Bay contingent, we're pleased to note, dominated the standings in the Gold Fleet. In the Intermediate division, San Francisco YC's Rick Moseley and Tiffany Pressman finished second and third respectively. Down in the Junior division, Richmond YC's 13-year-old RIT (rockstar-in-training), Matt McQueen, won every race, while SFYC's John Mosely came in a distant second.

Next year, the ET NA's will once again be held at their birthplace and spiritual center, the Richmond YC. Remember, it's not too early to drag your old Toro out of mothballs and start practicing for next year's big little boat event.

The Ultimate News

According to their recent press release, "The Ultimate Yacht Race organizers have announced that there will be a supplemental prize fund of \$100,000 for the Ultimate 30 Division of the Ultimate Yacht Race, scheduled for Mystic/New London, Connecticut, October 9-16. The prize supplement is guaranteed by the CLASSIConnecticut Cup Foundation, host of the East Coast leg of the 1988 Ultimate Yacht Race series, which awarded \$164,250 at its inaugural event in Corpus Christi, Texas, last May."

In the next paragraph, the "guarantee" is softened a bit: "CLASSIConnecticut Cup Foundation will match the prize money generated by competitor entry fees in the Ultimate 30 class up to \$100,000." Ultimate 30's now pay \$10,000 to race (down from \$20,000), so although the winner's return on his investment is higher, the spoils of vic-

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tory are relatively the same. The entry fee for the J/24 division has dropped from \$10,000 to \$5,000, while the Hobie 21 division still costs \$250 to enter.

How the restructuring of the entry fees effects regatta attendance remains to be seen. Intuitively, more than the four 30's and seven J/24's that showed up at the first UYR will be required to keep this emerging professional circuit alive. If all goes well, the third leg of the UYR — which was originally scheduled for July — will be held out of San Francisco's Pier 39 on March 20-26.

J/24 Fleet Championship

Chris Moeller and Peter Young put together a 2,4;2,1,9 record with *Still Dizzy* to beat 23 other J/24's in the San Francisco Bay Fleet 17 annual championship regatta on August 12-13. St. Francis hosted the series, which was sailed in light shifty air and Antarctic temperatures (some folks swear they saw an iceberg — "it was covered with penguins!" — drift through the course).

Moeller previously owned *Alabama Getaway*, while Young used to own *Chicks Dig It*. They bought their current J/24 together, convinced hot J sailor Stu Eddings to join them, and have become one of the boats to beat. Fleet captain Chris Perkins was second; early leader Ray Delrich fell to third.

1) *Still Dizzy*, Moeller/Young, CSC, 8.75 points; 2) *Dejavu*, Chris Perkins, StFYC, 10.5; 3) *American Beauty*, Ray Delrich, RYC, 10.75; 4) *The Gift*, Matt Taylor, StFYC, 14; 5) *Dejavu*, Keith Milne, StFYC, 14.75; 6) *Bearna Baoghall*, Mike Grandin, StFYC, 17; 7) *Bohica*, Mike LaHorgue, StFYC, 20; 8) *Grinder*, Jeff Littfin, SYC, 31; 9) *Vincero*, Bill Drummond, CSC, 33; 10) *Illusion*, Frank Alexander, etc., StFYC, 38. (24 boats)

SC 27 Nationals

The sixteenth annual Santa Cruz 27 Nationals were hosted by the Santa Cruz YC on July 28-30. The schedule called for six races with no throwouts, although in the end the series shrank to five races. Eighteen boats, including two from the Bay (*Bloody Mary* and *Hot Flash*) and one from Spokane, Washington, came down for the festivities.

The first day's action featured Olympic triangle courses with the modifying condition calling for passage through the start/finish line on the windward legs. This not only gave the race committee good control in case the wind died, but also spiced up the

tactics away from the normally favored right (beach) side of the course. The 11-15 knot steady northwesterlies created some great drag races and boat-for-boat tactical moves. The first day leaders were all Santa Cruz boats: *Variety Show*, *Interlude*, and *Kurzweile*, respectively. The day ended with a chicken barbeque for 125 up at designer Bill Lee's beautiful new house, courtesy of the Wizard himself.

The next day opened with a short windward-leeward sprint race in 15-20 knots of breeze, followed by the long distance race. Dodging kelp beds was the name of the game in the distance race, and several boats were seen with crewmember's legs sticking straight up as they cleared their rudders. At the end of the day, after four races, *Kurzweile* had moved into first place with 9.5 points, followed by *Variety Show* with 12 and *Interlude* with 13.5. That evening's activities took place on the Boardwalk: *Excalibur*, from Spokane, won the Bumper Car Rally, *Bloody Mary* took the Wild Wave Trophy, and *Hot Flash* swept the Roller Coaster Regatta.

The Saturday finale almost didn't happen. The race committee towed all 18 boats to the starting area at one time, where the fleet sat for over two hours waiting for the wind. Waterfights and boarding attempts to obtain cold beer helped pass the time, as did watching the spreader-diving exhibition put on by

while *Kurzweile* took a disastrous 16th which handed the overall lead to Rick Pasquali's *Interlude*.

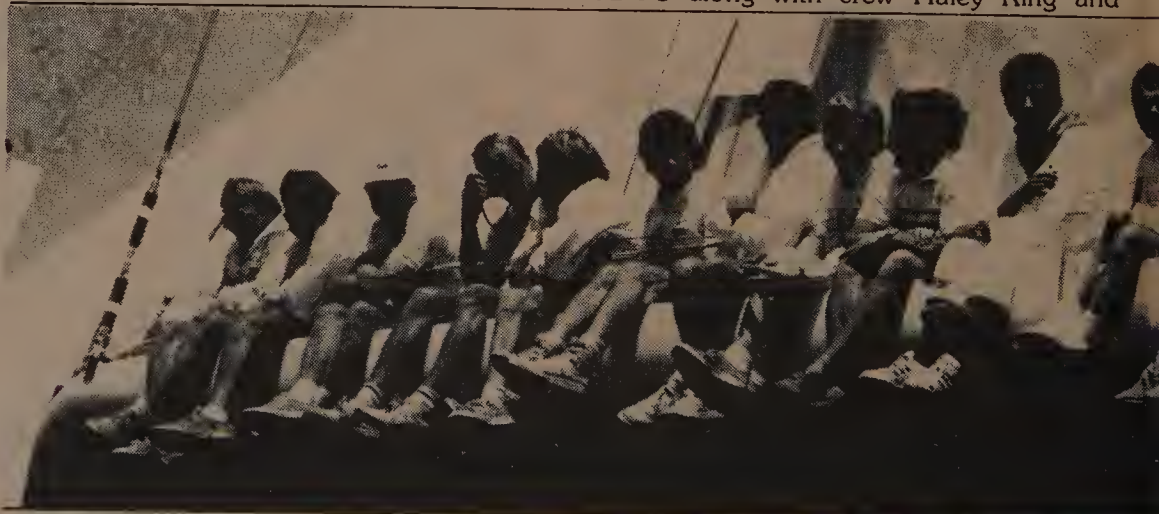
What little wind there was faded away, and the last race was called off. Everyone enjoyed this regatta — there was lots of sunshine and nobody violated Race Rule 21: "absolutely no sniveling". Next year's SC 27 Nationals will be held on San Francisco Bay, and with the boat being back in production (in Minnesota) this 14-year old class looks as strong as ever.

— frank laza

1) *Interlude*, Rick Pasquali/Gary Evans, Santa Cruz, 17.5 points; 2) *Variety Show*, Borer/Schuyler/Whittall, Santa Cruz, 19; 3) *Kurzweile*, Brett Grip-penstrow, Santa Cruz, 25.5; 4) *Dynaflow*, Mark & Mac Dini, Santa Cruz, 27; 5) *Up Trend*, Ty Hokanson, Los Angeles, 27.75; 6) *Jamie's Pony*, Steve Brooks, Santa Cruz, 30; 7) *86'd*, Rolf Soltau, Los Gatos, 33; 8) *Wharf Rat*, Pat Appley, Santa Cruz, 40; 9) *Bloody Mary*, Franz Klitza, Richmond, 42; 10) *Mistress Quickly*, Roger Sturgeon, Santa Cruz, 54. (18 boats)

Morgan Larson Wins Sears

Stop the presses! Right as we put the finishing touches on *The Racing Sheet* we found out that Morgan Larson, the 17-year-old budding rockstar from Santa Cruz, won the 1988 Sears Cup down in Houston. The series, the most prestigious junior sailing championship in the country, was held in Houston in J/22's. Morgan, representing StFYC along with crew Haley King and

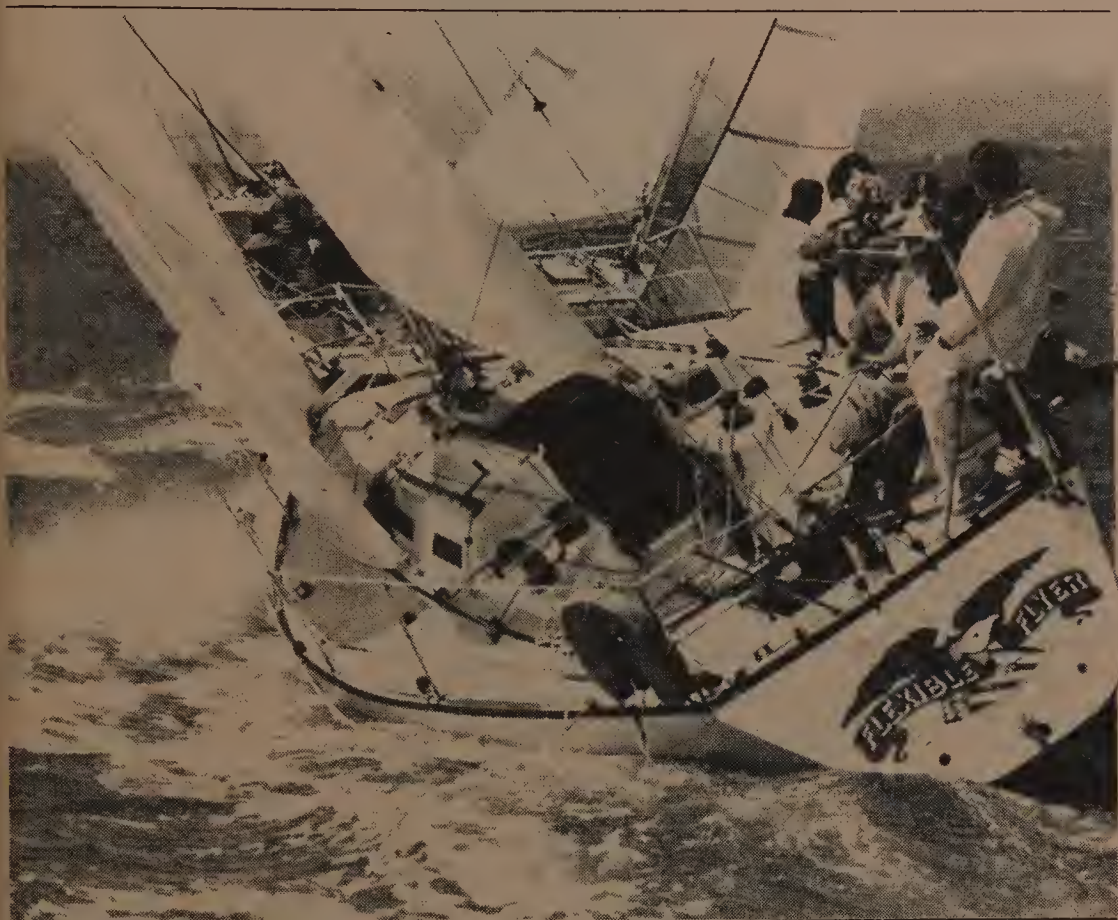


Wharf Rat. Finally, the breeze filled enough to get in a quick windward-leeward course, which turned out to be a total crapshoot. The leaders at the mark all jibed in to the shore, which proved to be the wrong way to go. *Up Trend* went out and won the race,

Crew problems? You think you got crew problems? Try organizing 40 people, like 'New Zealand'.

Brandon Paine, pulled it out in the last race.

To be honest, we don't know much more than that. We never did actually speak with



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Morgan, who was home for about two minutes before jetting to England to compete in the Laser Worlds. According to his father Bob, himself a well known Santa Cruz sailor, Morgan's had a hectic month. Earlier in August, he came in third in the Governor's Cup in Newport Beach; then, he finished ninth in the O'Day Trophy — the U.S. singlehanded championship — in Sunfish back in Boston. Next month, says Bobbo, it's back to reality (i.e., school) for the Soquel High School senior.



COURTESY NEW ZEALAND CHALLENGE

This is only the second time a Northern Californian has won the Sears Cup (John Kostecki won in 1981). Our congratulations to Morgan on this accomplishment — hopefully, we'll track him down for an interview sometime soon.

'Flexible Flyer' sailing upwind on the Circle in the recent Santana 35 Nationals.

West Coast Production Championships

They came with guns loaded, mixing talent from near and far, for the West Coast Production Board Championships at Berkeley on August 4th to 7th. The home town heros, led by Steve Willrich and Trevor Baylis, proved that they give nothing away to the outsiders.

Officially, the combination course racing/slalom event was the last of three American qualifiers for the World Boardsailing Association's world championships to be held in Florida this fall. Those competing with boards and sails that qualified as 'production items' (meaning that 250 have been sold and 500 have been produced) had the chance of advancing to the worlds, and one slot was available in both the male and female category.

Fifty men and 13 women showed up, far below the 150 expected by race organizer Mary Miller of Windsurfing Berkeley. Several factors contributed to the small field, including the fact that the two previous qualifiers were held earlier in the year in locales (Buzzards Bay, Massachusetts, and Corpus Christi, Texas) which have only one big race each year. Berkeley is the sight of some 15 major contests annually and Mary figures many sailors had had their fill

already.

The field offered plenty of talent, though, including Paul Coutts of Scotland, who had already qualified at an earlier event. But he couldn't cope with Willrich, the UC Berkeley grad who's now practicing architecture, and Baylis, the Santa Cruz sailmaker, both of whom were sailing open class. Willrich took three bullets to win the course racing and tied with Baylis in slalom to take the title. Randy Ames of Connecticut, who tallied a fifth overall, earned the berth for the worlds, while Rhonda Smith-Sanchez of Oregon doubled as overall and worlds qualifier for the women.

Results: MEN 1) **Steve Willrich**, Palo Alto, Open Class; 2) **Trevor Baylis**, Santa Cruz, Open; 3) **Paul Coutts**, Scotland, Production; 4) **Peter Bohacek**, Open; 5) **Randy Ames**, Connecticut, Production; WOMEN 1) **Rhonda Smith-Sanchez**, Oregon, Production; 2) **Jacky Dobson-Willis**, Sausalito, Open; 3) (tie) **Jessica Crisp**, Australia, Production, and **Cat Betts**, Berkeley, Production.

Santana 35 Nationals

Sailmaker Norman Davant drove Bryon Mayo's *Excalibur* to a narrow victory over Bill Keller's *Carnaval* in the San Francisco YC hosted Santana 35 Nationals on August 18-21. With the championship coming down to the wire in the last race, *Excalibur* recovered from being pushed over early by *Carnaval*, and went on to win the race and, with it, the regatta. The winning crew included Ray Delrich and Mike Herlihy trading off as tacticians, Wayne and Katherine Kipp, John Stewart, Tom Woolley and Tim Nash.

For Mayo and Davant, it was a particularly sweet win: it was Mayo's first "real" regatta, and it was Davant's racing debut since moving to the Bay from Marina del Rey a few months ago. "It was my first time on the Berkeley Circle, and my first time sailing a Santana 35," said Davant, who barely snuck this regatta into his busy schedule as sailing master of the maxi boat *Sorcery*.

Four different boats won races: *Excalibur*; *Carnaval*, which had sailmaker Dave Hodges on board; *Swell Dancer*, with sailmaker Howie Marion along; and *Dance Away*, which was the top "amateur" boat. Contrary to a lot of classes, the Santana's welcome rockstars in their Nationals.

1) **Excalibur**, Bryon Mayo, 7.5 points; 2) **Carnaval**, Bill Keller, 9.5; 3) **Swell Dancer**, Jim Graham, 13.75; 4) **Dance Away**, Bob Bloom & Bob Bertholdt, 14.75;

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5) **Wide Load**, Sam Bonovich, 26; 6) **Riff Raff**, Jack Air & Martin Gordan, 29; 7) **Dream Machine**, John Aitken, 31; 8) **Flexible Flyer**, Mike Creazzi, 33; 9) **American Eagle**, Tom Otter, 43; 10) **Breakout**, Hall Palmer, 48. (10 boats)

Jim Ong Triangle

A total of 27 boats sailed in Golden Gate's 42-mile Jim Ong Ocean Triangle on August 20. The fog burned off by late morning, and with a lot of south in the breeze, the fleet reached to the first mark, Duxbury Reef. From there, it was upwind with #2's and #3's to the Southern Approach Buoy, leaving the Lightship to port on the way. Then it was a $\frac{3}{4}$, switching to $\frac{1}{2}$ ounce, chute run back to the Lightship, followed by a light air headstay reach back into the Gate. At the South Tower, the wind was blowing a solid 25, making the jibe to the finish an entertaining spectacle for the tourists on the Bridge.

The results contained no real surprises: the pecking order for this year seems pretty well established. *Bloom County* mathematically wrapped up the dismally attended MORA season (Commodore-elect John Du-

kat is already pondering ways to increase participation next year). *Blitz* continues to pour it on in the second half, and shows indications of passing *Clipper* for season PHRO honors. And *National Biscuit*, winner of the earlier Danforth Series, continues to be in a class of its own.

IOR — 1) **National Biscuit**, Schymacher 36, Colin Case, SFYC; 2) **Annalise**, Wylie 34 mod., Paul Altman, IYC; 3) **Great Fun**, Davidson 50, Stan Glaros, CYC. (4 boats)

PHRO — 1) **Blitz**, Express 37, George Neill, RYC; 2) **Clipper**, Olson 40, Howard Sacks, EYC; 3) **Rocinante**, Beneteau 42, Alex Malacortio, IYC. (9 boats)

MORA — 1) **Leon Russell**, Express 27, Daniels-Johnson, RYC; 2) **Bloom County**, Mancebo 30, Carl & Mark Ondry, SeqYC; 3) **Friday**, Express 27, John Liebenberg, RYC. (8 boats)

SSS — 1) **Nidaros II**, Santana 30/30, Bjarn Junge, AEYC. (1 boat)

Race Notes

Three of the five races in the **MORC Internationals** down in Newport Beach had been completed as we go to press. Only 34 boats in three categories were competing: 24 in two custom divisions and ten in the produc-

tion division. Overall leaders were *Bold Forbes*, *Lizzy B*, and *Babe Ruthless*. More next month.

Susie Madrigali came in a close fourth place in the last month's USYRU Women's Sailing Championship, the **Adam's Cup**, up in Everett, Washington. Seattle's Carol Buchan won the 10 race J/22 series, her second victory in a row. In the **Hinman Trophy**, the U.S. team racing championship held in St. Louis in Flying Scots, our local Area G team of Phil Perkins, Jon Perkins and Seadon Wijsen came in seventh . . . out of seven entries.

Peter Shorrett and the "Animal Brothers Racing Team" won the **Moore 24 Nationals** in mid-August, sailing *Moore Animals* to victory in a 24-boat fleet. The same group recently won the Olson 30 Nationals at Lake Tahoe. Coming in second in the six race, one throwout series was *Bitchin'*, sailed by Doug Sheeks. Past champions Scott Wallecka and Dave Hodges came in third with *Adios*.

Vallejo Race Results — See Story on Page 138

IORDA — 1) **Leading Lady**, Peterson 40, Bob Klein, 5 points; 2) **Annalise**, Wylie 34 Mod., Paul Altman, 6.34; 3) **Wildfire**, Ranger 37 Mod., John Clauser, 7. (12 boats)

HDA H&F — 1) **McDuck**, Olson 29, Peter MacLaird, 4.75 points; 2) **Gemini**, Baltic 38, David Fain, 5.75; 3) **Wolfpack**, Donovan 30, Lee Wolf, 7. (7 boats)

HDA J — 1) **Ariel**, Cal 40, Dave Lastaska & Kim Harbeck, 2.75 points; 2) (tie) **Mistress**, C&C 35, Fred Winn, 4.75; **Harp**, Catalina 38, Mike Mannix, 4.75. (9 boats)

HDA K — 1) **Severn**, Annapolis 44, Ryle Radke, 4 points; 2) (tie) **Meridian**, Morgan 382, John Jones, 4.75; **Sonata**, Lapworth 39, Frank Lockwood & Don Weaver, 4.75. (6 boats)

HDA L — 1) (tie) **Farr Out**, Farr 30, Jerry Sharp, 3.75 points; **Chorus**, Kerttenberg 38, Peter English, 3.75; 2) **High Frequency**, Wavelength 24, Roger Merle & Craig Bell, 7. (9 boats)

HDA M — 1) **Fun**, Davidson 14, Tom, Peter DeVries, 2.75 points; 2) **Dulcinea**, Killer Whale, Bill Pritchard & Mike Mathrasen, 6; 3) **Don Wan**, Santana 28, Don Kunstler, 6.75. (14 boats)

SANTANA 22 — 1) **Roxanne**, Susan Hay, 2.75 points; 2) **Jowen**, Robert Ward, 5. (4 boats)

RANGER 23 — 1) **Twisted**, Don Wieneke, 1.5 points; 2) **Thalassa**, Dana Sack, 5; 3) **Royal Flush**, Daniel Richard, 7. (8 boats)

ARIEL — 1) **Pathfinder**, Ernest Rideout, 2.75 points; 2) **Tempest**, Garry Gast, 3.75. (6 boats)

ISLANDER BAHAMA — 1) **Alternative**, Michael Sheets, 1.5 points; 2) **Canada**, Daniel Bjork, 4. (5

boats)

GOLDEN GATE — 1) **Phoebe**, Nygrens/Evans/Graetz, 3.75 points; 2) **Sanderling**, Bob Counts, 4. (3 boats)

CHALLENGER — 1) **Shay**, Rich Stuart, 2.75 points; **Osprey**, James Adams, 2.75. (5 boats)

J/24 — 1) **Stormtrooper**, Walters/Forster/Hinshaw, 1.5; 2) **Phantom**, John Gulliford, 6; 3) (tie) **Levitafion**, Lawrence Levit, 10; **Muffin Monster**, Tod Moody, 10; **Cracked Crab**, Michael Cromar, 10; **None**, Al Germaln, 10. (10 boats)

CAL 25 — 1) **Whimsical**, Stone/Danskin, 5 points; 2) **Wahine U'I**, Albert Saporita, 6; 3) **Cinabar**, Edward Shirk, 6.75. (6 boats)

MERIT 25 — 1) **Twilight Zone**, Paul Kamen, 3.75 points; 2) (tie) **Ragin' Cajun**, Gayle Vial, 6; **Green Green**, John Davis, 6. (7 boats)

EXCALIBUR — 1) **Howlin' Owl**, Van Jepson, 1.5 points; (3 boats)

RANGER 26 — 1) **Kemo Sabe**, Jim Marchetti, 2.75 points; 2) **Mytoy**, David Adams, 3.75; 3) **Oranger**, John Wales, 5. (8 boats)

CATALINA 27 — 1) **Pert**, Karl Dake, 3.75 points; 2) **Freyja**, Ray Nelson, 4.75; 3) **Wildcat**, Ernest Dickson, 5. (6 boats)

CAL 2-27 — 1) **Zephyr**, Bruce Nesbit, 3.75 points; 2) **Wanika**, Steven Wilson, 5; 3) **Con Carino**, Gary Albright, 5.75. (12 boats)

ISLANDER 28 — 1) **Jose Cuervo**, Sam Hock, 1.5 points; 2) **Shanghai**, Ken Jesmore, 4. (6 boats)

TRITON — 1) **Sleepy Head**, 3.75 points; 2) **My**

Way, Lowell Jett, 5; 3) **Captain Hooke**, Tom & Dave Newton, 6. (7 boats)

HAWKFARM — 1) **Cannonball**, Rick Schuldtt, 2.75 points; 2) **Osprey**, Glosner/Mulcare, 5; 3) **Notorious**, James Hlrano, 5.75. (7 boats)

J/29 — 1) **Power Play**, Peter Cunningham, 1.5 points; 2) **Advantage II**, Patrick Benedict, 6; 3) **J-Spot**, Tom Fancher, 7. (8 boats)

CAL 29 — 1) **California Girl**, Ken Flink, 2.75 points; 2) **Boog-a-loo**, Nancy Rogers, 3.75. (4 boats)

OLSON 30 — 1) **Think Fast!**, Albert Holt, 1.5 points. (3 boats)

NEWPORT 30 — 1) **Zinfandel**, George Van Dolson, 5 points; 2) **Harry**, Richard Aronoff, 6.75; 3) **Topgallant**, Frank Hinman, 8. (11 boats)

CATALINA 30 — 1) **Revision**, David Jacoby, 3.75 points; 2) **Fat Cat**, Seth Bailey, 4; 3) **Outrageous**, Ken Speer, 4.75. (6 boats)

ISLANDER 30 — 1) **Current Asset**, John Bowen, 2.75 points; 2) **Antares**, Larry Telford, 3.75; 3) **Anonymous**, Ed Perkins, 5. (7 boats)

J/35 — 1) (tie) **Something Special**, Bruce Frolich, 2.75 points; **Hobbes**, Don Trask, 2.75. (4 boats)

SANTANA 35 — 1) **Swell Dancer**, Jim & Shelly Graham, 1.5 points; 2) **Excalibur**, Bryon Mayo, 6. (6 boats)

ISLANDER 36 — 1) **Prima Donna**, Eric Warner, 2.75 points; 2) **Windwalker**, Shoehair/Borton/Gilliom, 6; 3) **Blockbuster**, Bruce Block, 8. (9 boats)

EXPRESS 37 — 1) **Frequent Flyer**, Ted Hall, 5 points; 2) **Foghead**, Brown/Delrich, 6; 3) **Secret of Nimb**, Dalley/Lacey, 6.75. (9 boats)



"rabbit" that usually starts the Wednesday night beer can races. As we went to the printer, no one — not even builder Ron Moore — was sure who won the Moore 24 that was raffled off during the festivities.

Berkeley YC seems to be getting pretty tight with the **UC Berkeley Sailing Team** these days. BYC is hosting two intercollegiate regattas next month: the Northern California Singlehanded Eliminations (Laser sailing on October 1-2) and the Stoney Burke Fall Regatta (FJ's on October 8-9). Also, Berkeley YC is planning to rustle up a nautical version of the Big Game next spring by creating a perpetual challenge cup to promote team racing between the sailing teams of Cal Berkeley and Stanford. Whether the Big Game will be open to alumni sailors and other details are still up in the air. The challenge match will be part of the festivities surrounding the 50th anniversary of BYC next year.

Another sailboat race besides the Big Boat Series is celebrating its silver anniversary this year. Southwestern YC's 62-mile **San Diego to Ensenada Race** will commence for the 25th time on October 7. Like it's big brother, the 125-mile Newport-Ensenada Race, the "Little Ensenada" race headquarters in E-town will be at the Bahia Hotel. Unofficial headquarters continues to be Hussong's Cantina, Ensenada's 100-year-old landmark watering hole. As many as 150 boats are expected to enter, including at least a half a dozen sleds that are eager to take a shot at Kathmandu's 1986 record of 6 hours, 11 minutes. Contact Southwestern YC at (619) 222-0438 for more information.

The AUDI Southern Ocean Racing Conference (**SORC**) may be ailing, but it's not dead yet. In response to last year's debacle, the SORC brass recently announced the following format for next year: the regatta will

* be limited to 13 days commencing on February 23 with triangle racing in Tampa Bay. After the long one — the St. Pete to Fort Lauderdale race — there will be three day races followed by an overnigher finale. The Miami-Nassau Race has been dropped from the SORC schedule, but the race (and the Nassau Cup Race) will still be held for those wishing to continue on to the Bahamas after the circuit. For more information, call Blake Flitman at (305) 667-1671.

The bigger they are, the harder they fall. August was another **bad month for rigs**: three boats pretzelized their masts at the Kenwood Cup — *Kialoa's* mast wall collapsed; *Yeoman XXVII* lost the top ten feet of her rig when a tang exploded on the cap shroud; and *Marishiten* became the first sled ever to dump a rig — her crew inverted the mast, breaking it in half. Another noteworthy dismasting was of the souped-up SC 50 *Deception*, which lost theirs downwind in the

'Blade Runner' and 'Tomahawk' will square off in the Perpetual Challenge Trophy on September 3rd.

Santa Barbara to King Harbor Race. They stuffed their spinny pole, bringing the mast down in three places, thereby becoming only the second SC 50 ever to suffer this fate.

Windrunner, Norm Lezin's Gulfstar 40, beat almost 100 boats in the fifth annual **Day on Monterey Bay Regatta** on August 21. It was a popular victory, as Lezin's boat is the

TOM WITHERSPOON

THE RACING SHEET

Golden Gate YC hosted a **Thunderbird Invitational** on the weekend of July 30-31. Fourteen T-birds, including one under charter to a crew from Ontario and three boats that trailered in, showed up for this preview to the 1989 Thunderbird Worlds on the Bay. Martin Godsil's Seattle based *Invader*, which according to race organizer Dana Pettengill has "an electronics station that would put many IOR boats to shame", won the regatta with a 1-1-2 record. Local hotshot Jim Graham, sailing *Windjimmer* for the host club, came in second with finishes of 2-3-3.

Alamada naval architect **Carl Schumacher** recently returned from **Cowes Week**, England's annual granddaddy of all regattas. Carl reports that IOR is dying rapidly throughout Europe and that it's being replaced by one-design and the Channel Handicap Rule, which he describes as "like our PHRF rule, but — if you can believe it — even worse."

Schumacher raced on *Oyster Catcher XIII*, which won the eight-boat Lightwave 395 one-design class. Second was *Mari-onette*; third was *Irish Mist*. If those names sound vaguely familiar, it's because all three of the top boats are owned by former IOR and Admiral's Cup owners. The Lightwave 395 class has an owner/driver rule, and Carl says the owners are thrilled to be sailing their own boats again. With 11 boats delivered and orders for 20 more, Carl hopes that this design, one of his, will become the "English Express 37".

A highlight of the trip for Schumacher was sharing the starting line with England's Prince Philip (the Queen's hubbie), who was steering a Sigma 38 which started concurrently with the 395's. "He gritted his teeth and looked determined just like anyone else," said Carl, who after much interrogation, finally allowed that the Prince's starting technique left a lot to be desired.

Speaking of yacht designers, former Mill Valley resident **Bob Smith** has left Bruce Farr's office in Annapolis and joined **Bill Lee** at the Fast-Is-Fun Factory down in Soquel. "I really liked working for Farr, but then this opportunity came along," said Bob. Eventually, we dragged the real reason out of him: he's marrying his longtime girlfriend, Julie Cheatham, and they decided that from a career standpoint it would be mutually best



No longer top secret, 'USA's geek has become a Sausalito tourist attraction.

to stay in Northern California. (Bob denies that Wayne Gretzky consulted him before following his bride to Los Angeles.)

Smith's new job is to handle the details of the design work for Lee, who apparently will be concentrating more on marketing and R&D in the future. Bob reports that they're working on four SC 70's (hulls 9-12), all of which are planning to go in next summer's TransPac. Hull #9, John DeLaura's **Silver Bullet** is scheduled to roll out of the chicken coop about the time you're reading this. Bob says they're not working on any SC 50's at the moment: "We've got some people pretty interested in 50's, but we're waiting to do 3 or 4 at once, which brings the price to the customer down significantly. If we have to drag the molds up the hill for just one boat at a time, it's almost like building a custom boat."

On the subject of TransPacs, Long Beach YC has announced that their **Long Beach to Kauai Race** will definitely take place in the summer of 1990. There was speculation that Long Beach YC would join forces with the **West Marine Pacific Cup**, which will occur virtually simultaneously, but that possibility now seems remote. Is the world ready for two TransPacs at once? Does the world need two TransPacs at once? The answer won't be available for two years. In the meantime, for more information on the Kauai Race, call Phil Murray at (214) 964-7680.

The Second Annual **Cal 25** Regional "Silver Bowl" Regatta was held out of Berkeley YC on July 23-24. Current fleet champion **Ed Shirk** continued his winning ways with *Cinnabar* by cleaning up in all five races over a small six-boat fleet. (Lucky for Ed that we sold the *Latitude* Cal 25, the mighty *Absquatchaluto* — aka, *Absquatch*, or just the *Squatch* — down in La Paz after the Sea of Cortez Race Week.) According to a class spokesman, there are nearly 40 (out of 1,400 produced) of these sturdy 1964 Bill Lapworth designs on the Bay still, and used ones start at about \$4,000.

Belatedly, we note that three teams from the Bay Area made the trek to L.A. for the annual **Cal 20 Nationals** in mid-July. Mike Schaumburg, with crew Bren Meyer and Bruce Bradfute, sailed his *Orange Crate* to sixth overall in the 30 boat fleet (18 others didn't make the cut and sailed in the Consolation Class). John Nooteboom's *Tension II* finished 18th; Richard and Ali von Ehrenkrooks' *Farmers* "sailed low and slow, wearing a groove near the back of the pack" to finish 27th in the Gold Fleet. The 1989 Nationals will be on the Bay: hopefully, this enduring one-design class will resolve the problems it's having defining exactly what constitutes a Cal 20 (according to the *Farmers*, there are over 16 different permutations on the three basic configurations!)

The newest yacht club on the Bay, **South Beach YC**, will host its first regatta (not counting Friday nighters) on Sept. 17-18. The race is open to all PHRF boats and will use the YRA South Bay marks. The new club, which has about 100 members but no clubhouse yet, was admitted into the PICYA in August's meeting. "Most of our members keep their boats in South Beach Harbor," explained Keith Moore, owner of the successful Olson 25 *Witching Hour*. "But that's obviously not a requirement for membership." To learn more about the new club or their upcoming regatta, call Keith at (415) 223-1116.

Another new regatta is in the works for October 7-9, this one a **Swan Regatta** sponsored by the StFYC. Between 25-30 Swans are expected to compete in two IOR hardball classes and one cruising class. Should be a nice boat show in addition to some good racing. Call StFYC at (415) 563-6363 for more information.

THE WORD IS OUT.

"My new spinnaker was very fast...our downwind speed was clearly improved, helping us win the series."

Wyatt Mathews, FAST FREDDIE, Olson 25

"The sail shapes are excellent...tailored to my exact sailing style... I'm impressed with the finish work and attention to detail."

Malcolm Park, JAZZ, Custom 1-Tonner

"I really appreciate the personal attention and interest everyone showed in getting my boat ready for a winning season...I hope!"

Fred Voss, SEA PEPTIDE, Express 34

"We won our first race with the new sails by over five minutes... the fact that they look great too, is frosting on the cake."

Joe Kitterman, ALCHEMY, Olson 25

"Thanks for the great service...you picked up the torn sail on Wednesday and returned it to the boat in time for our practice Friday afternoon...that's hustle."

Bill Hoffman, STUDENT DRIVER, Express 27



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CHANGES

This month we have advice on preventing dinghy disappearance in Mexico; a report on bugs and surf spots in the Marquesas; the news from New Caledonia; the wonders of nature in the Cook Islands and a negative report on the air and water quality in Pago Pago; a story on cruising from Florida to Puerto Rico; some great advice on Bahia de Concepcion and Mulege; another report from Costa Rica; news of a big new marina in Maui; a different view of the Panama situation than appeared in these pages last month; a report from the Cabo Class of '85; and, last but not least, a healthy smattering of Cruise Notes.

Inspiration - N/A Bill Steagall La Paz, B.C.S. (California)

Three winters and most of two summers in Mexico hardly makes one an expert on the country. But:

There are people cruising on boats in Mexico who would not dream of leaving their front doors unlocked at night in the U.S.A., but who leave their hatches open



Dinks: Some of them stick to the wrong fingers.

all night on their boats. Some even leave the hatches open when the boat is unattended.

There are people cruising boats in Mexico who would not dream of leaving their cars unlocked in the U.S.A., but

who leave their boats, their dinghies and their outboards unlocked and unchained all day and all night in Mexican harbors.

There are people cruising on boats in Mexico who would not dream of leaving valuable possessions unattended on their front lawns who leave valuable gear on deck, unchained and unlocked, day and night.

There are people in Mexico, as in the U.S.A., who will board unattended boats, enter unlocked doors or hatches, remove valuables, and disappear. Some of them come from the U.S.A.

These things only happen to people in Ballandra, Manzanillo, and at Isla Cedros, not where you are, right?

Locks and chains and cables are cheaper than new gear.

Hoisting a dinghy alongside to lifeline height at night will stop barnacle growth and discourage theft. Hoisting and locking by cable or chain through the dinghy, motor, tank and oars will just about stop theft.

We got a little smarter, if not expert, when we had gear taken from our deck, at night, in Manzanillo, in May of 1987.

- bill steagall 6/14/88

Damaru — Pearson Triton Michael Robert Horne Haka Hau, Ua Pou, Marquesas (Torrance, CA)

After two unsuccessful attempts to shake the boat down in the Channel Islands, I figured it would be easier just to head for the Marquesas — which is what we did. Whether this was the easier option is still a matter of controversy amongst the crew. The doldrums were particularly dull and the southeast trades greeted us with a storm that buried the boat three times. I will not attempt to describe the romantic triangle that evolved from this storm between myself, the extra cockpit drains and the storm



shutters.

My father, who is 73-years old and a bit green to the cruising scene kept requesting our position relative to Catalina Island. We were about 129 degrees west and 3 degrees south. We are now in the Marquesas, more specifically, on the island of Ua Pou.

The notorious no-see-ums are vicious; even the natives aren't immune. I've been told differently by individual Marquesans, even as their legs were marked by open, infected no-see-um bites. As for myself, I came prepared with plenty of 'Jungle Juice' which is sold at R.E.I. It's the hot tip because it works. All the other name brand insecticides affect the no-see-ums like a flashing neon "Eat Here" sign affects a hungry truck driver.

I also came across something that I never encountered in my preparatory research for the trip. It seems that the French and the school children are given medicine every three months for the prevention of elephantitis. Visions of me

RICARDO DEL SUR



LATITUDE/RICHARD

lugging my private parts around in a wheelbarrow prompted me to investigate. The medicine is Notezine (diethylcarbazine).

The exposed anchorage of Haka Hau was tamed last year by a breakwater, so it's become rather pleasant despite the winds that rage down the steep mountains and around the point. In the western corner of the bay there is a small stream and a rocky reef. The waves can get really good here and I've spent hours surfing this place despite the sharks and the native's insistence that there is no surf on the island. Furthermore, I've found there are several more "no surf" surf spots in the Marquesas.

If anyone feels compelled to send a Roving Reporter t-shirt, I like mediums and earth tones.

— mike horne 8/10/88

Mike — We always send T-shirts for those who provide new information on surf spots.

Windward Passage, new threat in cruising races. See Cruise Notes.

Sisu - Sampson 46 Randy Merrick Noumea, New Caledonia (Morro Bay)

Bonjour.

Unfortunately, that is about all the French I know. In spite of that, New Caledonia is a great place for cruising. Noumea Harbor is full of local sailboats and they are out sailing all the time. The area is very picturesque and the water is crystal clear. Unfortunately, I only have a week here before having to sail on to Coff's Harbor in Australia. I stayed too long in Fiji and am committed to being in Australia by the end of July.

The current political turmoil here in New Caledonia hasn't had any effect on visitors. Much the same as in Fiji, neither of the opposing factions has wanted to cause grief or lose revenue by disturbing visitors. Customs and Immigration

officials speak English and are prompt and courteous.

We sailed out of Fiji on 3 July for New Caledonia with 30 knots of wind on the beam and a good-sized swell rolling over the rail. Our trip would be fast but not very pleasant. Just two hours out my reefed mainsail split; things went downhill from there. With a double-reefed mizzen, fore stay and storm jib flying, we did better than 140 miles a day. Not wanting to risk a night running of the Havannah Passage, which is the main entrance through the reef, we decided to anchor off Isle Mare. We were a bit tuckered out by then anyway. We dropped the hook in six fathoms of water so clear that we could distinguish the links of chain all the way to the bottom. One of my crew, Shawn Meyer of Morro Bay, went snorkeling. First he noticed the excellent visibility; secondly, he noticed two eight-foot sharks. He got out of the water quickly.

I'd left Morro Bay on the 16 July with three crew; my sister, Patty Merrick, Rachel Bross and Glenn Urquhart. Our sail to Hilo was the best time of my life. We spent a week greatly enjoying Hilo before moving on to Maui's Lahaina. I left Sisu on a mooring there with the crew so I could return to California for the September and October grape harvest.

I was back aboard by the first of November and ready to head for more southern latitudes. Jim Efird of San Luis Obispo and Larry Bross, Rachel's dad, replaced the two girls for the trip down to Pago Pago, which we made in 25 days. We had to do quite a bit of motoring on the passage as the wind never held constant from any direction for more than a day or two. The best part of the voyage was our landfall at the tiny island of Ofu in the Manua Group just east of Pago Pago. Ofu afforded us a view of the more traditional South Pacific way of life before moving into the miasma of Pago Pago harbor, a place that made me think I'd sailed 5,000 miles to end up at a clone of Terminal Island.

We spent two months in Pago waiting out the hurricane season. By mid-February I could stand it no longer and decided to sail for the Tuvalu on February 13th. Glenn was still on the boat and Rachel had just rejoined us. Two singlehandlers, Tony Herrick of South Africa on *Sunrise Star* and Phil Gerry of Houston on *Adelina*, left with us

CHANGES

on the same route. After five days of either headwinds or calms, we'd only made 300 miles. Checking the chart, I saw that Wallis Island was only 110 miles downwind; after that it was hello to Wallis and to hell with the Tuvalus. Phil and Tony kept on, however, making the 700 mile trip to Wallis in 18 and 21 days respectively.

We spent a month on Wallis waiting out the end of the hurricane season and truly enjoying the tropical wonders of the island. Once again, however, it was a problem because I didn't speak French and they didn't speak English. After crossing the Koro Sea to English-speaking Fiji's Levuka in March, the language barrier was gone.

Fiji is the greatest. The people are so friendly, the prices are very low and there are many islands to anchor at. There are reefs to avoid, however. We spent one month anchored off the sleepy little town of Levuka where the highlight of each easygoing day was playing snooker at the Ovalau Club or the Royal Hotel. Afternoons we would hike up behind the town to the swimming hole near a little waterfall. Eating out was great; a filling meal of curried chicken could be had for two Fiji dollars.

So far the two military coups and the discovery of 12 tons of weapons smuggled in has had almost no effect on cruising. We stayed three weeks anchored in front of the Tradewinds Hotel in Suva. My mother joined us for a two-week stay during which time we sailed from Suva around the south side of Viti Levu and into Nadi Bay.

The best cruising headquarters in Fiji is the Musket Cove YC and the anchorage at Malolo Lailai. One dollars gets the captain a lifetime membership in the club and a discount on the Thursday night pig-on-a-spit feast at the resort. While I could ramble on about the wonderful things to see and do in Fiji, let me just say that I'm sure glad I finally quit getting ready to go cruising and just went ahead and left. I am looking forward to Australia although I'm unsure of my plans after that. For now I'll use the last of my French by saying *bon voyage!*

P.S. A friend of mine came down to visit me in Fiji and brought along five copies of *Latitude*. I passed out three copies in Fiji and one here in Noumea. The fifth I am guarding with my life; I only loan it out to boats that stay in my sight.

— randy 7/14/88



Summer is cruising season in French Polynesia.

Lionwing - Freya 39 Annie & Beau Hudson Suvarrow To Pago Pago (Sausalito)

When some people read Suvarrow and Suvarov (or other spellings), they begin to wonder how many islands there are. Suvarrow is the Cook Island spelling - no Russian accents here!

Figuratively speaking, this delightful atoll between Tahiti and Fiji grows on you. I could easily spend two weeks to a month here.

Presently, there are two administrators; Itako Elisa, whose 'home' island is Puka Puka (Danger Island) the most northern Cook Island. His assistant, Mo, is also from Puka Puka, although he married a local girl. Anyway, the two of them came, plus four marine biologists, to our boat for registration. So far this is the only Cook Island with an administrator

that has no entry/exit fees! There is, however, a log to sign in on at Tom Neale's old cabin.

Neale's cabin is at Anchorage Island where you anchor in 30 to 40 feet of clear water on white sand studded with many coral heads. Raising anchor is quite an experience, one that often requires a person in the water with a snorkel directing progress. With the water clear to 50 feet, the only problem is when the wind blows from the west; there is nowhere to go.

It's also possible to anchor at the east end near the reef and close to several islands absolutely covered with birds. They include several varieties of terns, noddies, tropic birds, frigates — a wonderland! The fishing and snorkeling are two more wonderlands, although in the latter you have competition with the sharks for speared fish. It's a bit of a thrill.

The entrance to Suvarrow is not difficult at slack water with 10 to 15



knots of wind. But 15 to 20 knots of wind from the E or NE can put your heart in your hands for awhile! The two reefs just inside are marked with stakes and flags so you can't miss them, but the reef nearest the island is a bit sneaky!

I mentioned marine biologists. They are starting a pearl farm on one of the atolls from scratch using 'spats'. It has been operating for about a year now and in perhaps another year they will be seeding. There's an interesting United States connection; a mussel from the Mississippi River provides the best tissue for the color of the developing pearl.

You may have heard about the English boat *Arion* that went on the reef on the east side here. The skipper, Ian MacNair, is at least a 20-year veteran of singlehanded sailing. A few folks may remember him from Sausalito; he says he passed through way back in 1960. MacNair had sailed non-stop from the Marquesas and didn't hear his alarm when it went off. He thinks the spring

tides helped him up onto the reef instead of being battered by the reef. Only one bilge keel ground off and the boom cracked; but apparently the boat is a loss. He said he'd been thinking about terminating his sailing days, so in this case, it may have been an appropriate finish to a long life at sea.

MacNair is fine, but he took all his possessions and boat parts to a very small island. There he has set up a tarp for sleeping and arranged his goodies around himself to sell. It's unclear how long the Cook Island people will let him stay.

As for our *Lionwing*, she is doing well. We've had every type of weather you can imagine on this trip; beating when we should be running, etc., but I find it a welcome change from the expected sometimes. We've learned a lot more about developing a good weather picture and plan to visit the weather department in Wellington to clarify a few of their terms. Nonetheless, they provide very good coverage, especially below 20S. Using Honolulu, New Zealand, and CW, we can put a pretty good picture together.

As for Pago Pago, if you keep your eyes looking up the view is spectacular. Looking down at the water isn't so grand. The water is reddish brown, from the river that's behind us, I suppose. Plastic bags float by in what seem like schools, taking the place of fish you normally find in other waters. And then there is the odor from the tuna plant! This is an active harbor, with Korean longliners, U.S. tuna boats, and at present, about 40 yachties.

Many yachties end up staying here for a year or two. Pago is a funky little town stretching around the bay front. They have trucks for transportation here, just like Papeete. They're smaller, but they do have the music to bounce along with as you ride.

This year's cruising community has many families and a surprising number of repeaters. The average boat is about 40 feet in length, but there are a good number of solid 27 to 29-footers and a surprising number of singlehanders.

— annie & beau 8/8/88

**Tarwathie - 42-ft Ketch
Karen & Dwight Rettie
Boqueron, Puerto Rico
(Arlington, Virginia)**

We finally made it to Puerto Rico,

having left Fort Lauderdale on April 6 for a life of cruising. We are living and sailing on a 42-ft steel ketch that was built in England back in 1960. She makes a very comfortable home.

Since we draw 6.5 feet, we didn't spend a long time in the Bahamas, which although extremely beautiful, are very shallow. We did, however, spend three weeks in Georgetown, Exumas during the Family Island Regatta. The regatta is three days of races between hand-built native fishing boats. Although the boats aren't used much for fishing anymore, they are fast and make for exciting racing.

From the Bahamas we have been travelling the 'wrong' way (upwind), with stops in the Turks and Caicos Islands and the Dominican Republic.

The Dominican Republic is fantastic! We spent about 10 days in Puerto Plata and then six weeks in Samana. Cruising by boat to different ports is strictly forbidden, which is too bad because some of them are breath-taking. We did, however, do some land travel and got to enjoy much of the country. Living there is easy on the pocketbook, with an



What's the attraction of the Carribean? Warm clear water.

exchange rate of about 6 to 1.

While in Semana we gave all our *Latitude 38* back issues to Judi and Richard Arnold. They left Morro Bay five years ago on a 1926 Elco powerboat. The boat is a real classic that they've

CHANGES

taken up the west coast of the United States, the Caribbean, and French canals. They are now heading up toward the Chesapeake.

From Semana we travelled across the Mona Passage to Boqueron. The Mona Passage - a notoriously rough one - was tame, thank goodness, when we came across. We'll spend several weeks here before beginning our travels south to, eventually, Venezuela.

P.S. Does giving the Arnolds our mags and telling you about our travels qualify us for Roving Reporter t-shirts?
us for Roving Reporter T-shirts?

— karen & dwight 7/31/88

one Roving Reporter t-shirt per contribution. Yours is on its way.

Michaelanne - Islander 36
Anne Kelty & Family
Bahia de Concepcion, Baja
(Alameda)

Up until June 4, our friends back home referred to us as the *Michaelanne Express* because we've been moving so fast from place to place (the mainland at Melaque and back) since we left Alameda to cruise Mexico and beyond



TIM STAPLETON

There is a plentiful supply of the 'basics' in Mexican markets.

almost a year ago.

But since the 4th of June we have been in Bahia de Concepcion, first at Santispac and then Bahia de Coyote. We

were stuck in Bahia de Coyote waiting for a replacement for the raw water pump on our Pathfinder diesel engine. (Neptune bless Myron Campbell of Golden State Diesel and the folks at Downwind Marine in San Diego for expediting delivery of the needed part!) Since we didn't know how long we'd be waiting to get the pump, we offered to keep an eye on two boats, *Willow* and *Aurora*, whose owners wanted to return to their home port of Seattle for six weeks. So here we are, anxiously awaiting their return and our release from the "yoke of self-imposed responsibility." This place is lovely, but the itch to move on to new places is almost unbearable.

A few observations on Bahia de Concepcion and Mulege:

Water Temperature and Heat

When we arrived in Santispac, and two weeks later in Bahia de Coyote, the water was fairly murky and about 83 degrees. By the 4th of July, the clarity was no better but the water temperature was up to 86-88 degrees. Now it's 92 to 94 in Coyote and there is a thin film of algae on top of the water. The kelp that was here in June is mostly gone now. You can see the bottom fairly well in about 16 feet. I read Susan Larsen's comments about the heat of Santispac in the last *Changes* — but that was in June. Now that it's August, it's 98 in the cabin by 10:00 am. However locals tell us this is cool compared to last summer when it was over 110 degrees.

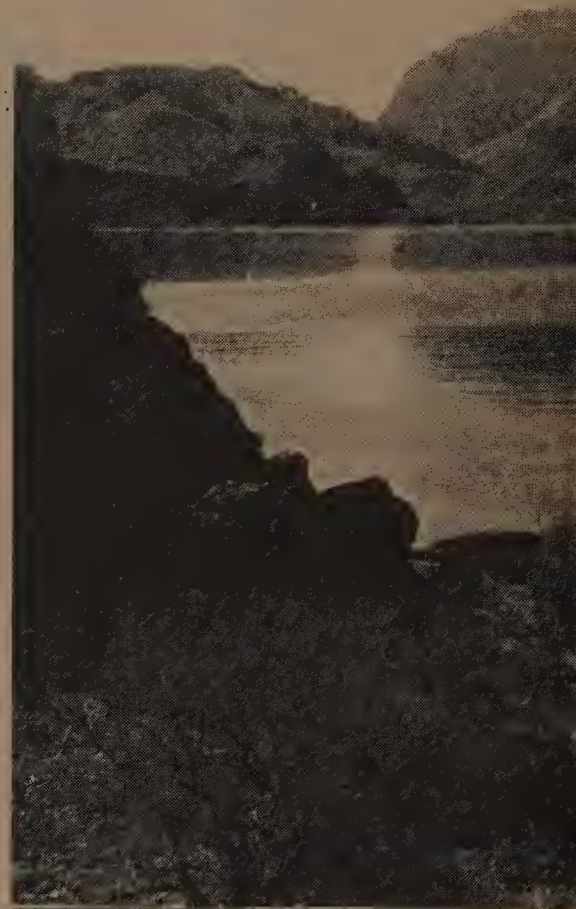
We took a day trip to San Domingo last week and found the water temperature to be 86 (it almost felt cold) and the air, while in the 90's, to be moderated by a soothing northeasterly breeze.

Fishing and Shellfishing

For the most part, spearfishing in Bahia de Concepcion has been frustrating. We ascribe this to overfishing (this is one of the most popular camping spots along Mexico's Highway One), poor visibility, and very wary fish (when you can find 'em).

We've had excellent luck fishing with handlines from the boat right here in Bahia de Coyote. We use cut up cockles and the mantles from shucked scallops to catch medium-sized sandbass and trigger-fish.

You can free dive anywhere in Bahia de Coyote at about 10 - 18 feet and gather free-swimming scallops by the dozen. Giant eggshell cockles abound in



every bay. Steamer clams are fairly plentiful, but a marine biologist we met said the natural water toxicity from increasing algae makes eating clams a bit dangerous because you eat the whole clam.

Weather

While here in Coyote, we've had mostly favorable weather except for three thunder squalls that came from the WNW right down a canyon into the anchorage with driving rain and gusts to 60 mph. The squalls built up behind the ridges above the anchorage for about four hours, hitting us between 5 and 7 pm. However, we talked to boats anchored over in Santispac, just a 15-minute dinghy ride away, who saw the clouds and heard the thunder, but felt not a drop of rain or gust of wind.

Generally, the wind blows gently into this anchorage from the south and east, just enough to cool us off in the afternoons. It makes the heat bearable.

Provisioning

The nearest town is Mulege. If you don't have your own set of wheels, you can usually bum a ride with someone else or hitch into town. If you need large blocks of ice, you really will need to get a



TIM STAPLETON

ride from someone with a truck or space to carry them, since the ice plant (*fabrica de hielo*) is way outside of town on one of the roughest dirt roads I've ever seen. The road's a natural speed inhibitor!

There is not a whole lot of fresh food available in Mulege between the months of May and October. You should plan looking for fresh produce on Saturday or Sunday, since the stores get it from Santa Rosalia, which gets it from the ferry that comes over from Guaymas on Fridays. The whole time we've been here, the stores that carry meat and produce had whole chickens a grand total of once. The rest of the time it was frozen leg quarters - and on one occasion, frozen drumsticks only.

There has been a plentiful supply of potatoes, onions and cabbage, a pretty good supply of tomatoes, and chile anchos, and a fair supply of limes. Carrots come pre-packaged and must be checked carefully for rot. Zucchini (*calabacitas*) is plentiful and during July you can get fresh watermelon (*sandia*) locally grown for about 250 pesos a kilo. Cantaloupe is sometimes available but lettuce is rare.

We found some good locations for

It's only 90 days to November. Is your boat ready for Mexico?

provisions in Mulege: Casa Yee; two Conasupos; and, the Super Tienda next to the Pemex station. This last is the most expensive, but they have real orange juice available as well as ice cubes (2000 pesos a bag).

Generally, prices here are much higher for non-government subsidized items than in La Paz. Our first experience with higher prices came in Loreto, so we weren't too shocked in Mulege. But across the board, the prices average about 500 to 2000 pesos higher. But don't get the wrong idea folks, Mexico is still a bargain for those of us on limited cruising budgets!

Ice, as I mentioned before, is available in large blocks (*barras*). One fourth of a barra fits into a large Coleman cooler. One-eighth fits into one of those canvas tote bags you buy at chandleries for \$10. A full barra costs 8000 pesos, so a few families can have one cut up for a very reasonable price: 8000 pesos plus a tip for the lad who chops it up. Oh yes, propane is also available at 6,000 pesos a 20-lb tank. You pay at Casa Yee.

Money Exchange / Bank

There is only one bank in Mulege, a Banamex. You can change dollars or travellers cheques, but we advise you to avoid getting a cash advance on your VISA (our normal method) here. The Banamex in Mulege only honors VISA cards, and they charged 11,500 pesos up front for an approval call to the regional headquarters! At the current exchange rate of 2250 pesos to the dollar, this charge, which is in addition to the normal service charge, comes to around \$5 U.S. No other bank in Mexico has ever assessed a service charge like this, not for MasterCard or VISA. We went with friends to get a cash advance in Santa Rosalia; there was no service charge assessed there.

If you have dollars you want to exchange, you can go to the ice cream store of Senora Estella Blanca, a lovely person, on the same street as the bank. She gives as good a rate as the bank without the hassle of having to stand in line or conform to short bank hours.

Water

There is no water available on the beaches except for Santispac where you pay (or so we heard) 2000 pesos to Ana's Restaurant for 10 gallons. So far we have been fortunate enough to send our water jugs in or take them when we were hitching a ride to Mulege. Absolutely potable water is available from a hose in a little plaza just east of the large town square. While you're filling the jugs, you can have a really great taco at Paloma's Taco Stand. Fish, *carne* or *machaca* - any one for 900 pesos. Yum!

Charlie's Charts

Charlie's has been a great help to cruisers, but there are a few corrections we'd like to offer with regard to this area:

1. This is no fellow who comes out to Santispac with a truckload of fresh produce - at least not in June, July or August. Ana's Restaurant has some eggs, Bimbo brand bread (which is just like Wonder bread) and other things like potatoes, onions and occasionally oranges. There's also a good bakery there. There is *nothing* available at Bahia de Coyote.

2. The large island off Bahia de Coyote is called 'Isla Bargo' in Charlie's Charts; the local fishermen call it 'Isla Coyote'.

Aside for the unneeded warmth and the poor spearfishing, we've loved this place. Our 12-year old son, Brian, and his 11-year old friend Steve of Willow, have turned brown as berries and swim like

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fishes. They've also become very good at collecting scallops and fishing with handlines.

Brian finished up the Calvert School's 6th grade program in July, so we've all had a chance to enjoy the area all day, every day. As for the Calvert course, it was the best ever!

When the families from *Willow* (Steve stayed with us while his younger brother when north with the folks) and *Aurora* come back, *Michaelanne* will head north to Santa Rosalia and other destinations such as Isla San Francisquito and Bahia de los Angeles, then probably over to San Carlos on the mainland. We hope to reconnect with many of our cruising friends as we work our way back to La Paz in November and then to the mainland again.

Nonetheless, both Mulege and Bahia de Concepcion will always hold a special place in our memories!

— anne kelty 8/6/88

West Wind - Pearson 323

Ward & Margaret Wright

Puntarenas, Costa Rica

Presently we are in a most beautiful cruising area, Costa Rica. During our land stay here we have kept our boat on a buoy at Pacific Marine in Puntarenas. Pacific Marina is owned and operated by Perry and Bill Holden, a father and son team that understand cruisers and their needs better than any other harbor facility that we've found in Costa Rica.

Until now, we were not aware that the Costa Rica YC, featured in your last *Changes* and a couple of doors up the estuary, offered buoys and shoreside services to cruisers. We have purchased diesel at their fuel dock and eaten in their restaurant, but will now check out what else they have to offer.

Some members of the 'Class of '88' that left Acapulco and arrived in Costa Rica last spring are still here. Most will shortly be on their way to Panama. A short cruising pamphlet is in the process of being put together, by members, of this nifty cruising area. Included in the report will be brief descriptions of the major bays, island and cities along the more than 600 miles of shoreline. Oh yes, the Tehuantepec and Papagayo areas will be discussed and suggest made how to make the passage as safely and comfortably as possible.

— ward 10/3/88

Ward — We'd love to see a copy of the pamphlet when it becomes available.



Paving a reef runway at the Honolulu airport is deafening mariners at the Keehi Lagoon. What did you say?

Big New Marina in Hawaii?

Launiupoko, Maui

As anyone who has ever cruised Hawaii knows, the chain has a pitifully small number of good anchorages — and even fewer yacht harbors. If you lost a couple of fingers in an industrial accident, you could still count the total of marinas on two hands. Which is certainly not to say there isn't the need. The waiting list for slips in Hawaii averages four to five years.

While more marinas might seem a like money-making natural for state government or private enterprise, there has always been considerable resistance by residents. As it stands, the state's position is that any marina development must be funded entirely by private developers. This is opposed to California, for example, where many marinas, private and government owned, benefit from favorable loans financed by the collecting of taxes of the sale of fuel to boats.

Despite the adverse circumstances in Hawaii, Robert L. Atkinson's West Maui Harbor Ltd has taken up the challenge to build a 570-slip marina at Launiupoko, Maui, just south of Lahaina. As the former Houston resident envisions it, 70 of the slips would be allotted for commercial vessels engaged in such activities as charter fishing, dinner cruises and other tourist delights.

Another 85 would be sold as 'dockominiums'. Three-hundred-seventy of the berths would be rented to pleasure boaters on a monthly basis. The remaining 45 berths would be badly-needed transient slips.

Everett Walton, secretary of West Maui Harbor Ltd, told the press that the Lahaina YC has voted overwhelmingly in favor of the concept and that the company already had 3,500 signatures supporting the project. Lahaina currently features a dilapidated 90-slip harbor with a waiting list of up to 12 years. The famous Lahaina Roadstead is crowded with boats despite notoriously poor holding ground. There are no haul-out or boat repair facilities at Lahaina.

That's the positive side of things. On the negative side is the fact that West Maui Harbor Ltd still must win approval for rezoning, a special management area permit, and a use permit from the state Board of Land & Natural Resources.

Maui Planning Director Chris Hart told the *Honolulu Advertiser* that he will process West Maui Harbor Ltd's proposal, but that he prefers that the property in question remain open space. Back in 1976, the Army Corps of Engineers identified Launiupoko as a favorable site for a harbor. However, the then county administration opposed the site in favor of one in Lahaina itself, of which nothing evolved.

Hart thinks it would be more appropriate to build a larger marina at Maalaea, which already has a small facility and plans a larger commercial

harbor.

If you have an opinion on the proposed harbor, the Army Corps of Engineers would like to hear from you. Write Col. Chip Wanner, Honolulu District Engineer Building 230, Fort Shafter, Honolulu, 96858-5440.

Incidentally, we just read a study that indicates the number of hotel rooms in Maui is expected to rise from the current 15,000 to 40,000 within the next ten years. No doubt puzzling news for those of you who thought Maui was already overwhelmed with tourist quarters.

What about the Big Island? In mid-August, the Big Island's City Council gave final approval to a more than \$1 billion resort complex near the south end of the Kona coast to be called Hawaiian Riviera. Although the full project wouldn't be completed for 20 years, it called for a 400-berth marina.

Although the Hawaiian Riviera project got final approval from the City Council, it's only the beginning. They must now apply to the State Lands Commission for land use change and then come back to the City Council to apply for rezoning. In other words, don't start provisioning your boat anytime soon for a cruise to the new marina on the Big Island.

Hong Kong, however, is another story. Currently, most boatowners, including the very wealthy, have to take a sampan in order to get their boat on a mooring. But that's soon to end with the construction of the Clearwater Bay Golf and Country Club. The club will have 300 wet berths averaging 47 feet and facilities for another 300 boats to be drysailed. Because it's open ocean all the way from Chile, the designers of the marina have made special efforts to typhoon-proof the facility. It will not be a sleazy marina, either. Says one of the principals involved with construction of the marina, Mr. Brimhall: "We think this is going to be the crown jewel in the Pacific Basin." Big bucks are being poured into the project to make sure that's true.

Taking care of the needs of 600 boats in Hong Kong should put a tiny dent in the berthing problem. The marina, with complete haulout and repair facilities, is scheduled for completion in 1989.

— latitude 38

**From the Horse's Mouth
Mike Starbuck On Himself
And The Panama Canal**



It looks like Marina del Rey, but it's Istanbul's Dolmabahçe Palace on the Bosphorus.

(Playa Blanca, Panama)

I thought I should write in and clear the air about what Mickey C said, in the August *Changes*, about me and what's happening here in Panama.

I met Mickey briefly while having lunch with my friend Maryann at the yacht club. From our conversation, I gathered that his main problems in Panama were caused by a personal difficulty between the owner of the boat he was skippering and himself.

If the boat was impounded, it was caused by their predicament and not the Panamanian bureaucracy. He also had a personal dilemma as he had just married a Colombian woman whose immigration papers were not in order. She could not leave the country until that was resolved.

I have no knowledge nor have I ever heard of any other Americans being hassled or imprisoned — we're talking about yachties here as there were some U.S. military detained — such as Mickey mentioned in his letter. You might note that Mickey himself did not report being detained or imprisoned.

I think it was a total exaggeration for him to claim "there is still a war going on in Panama and it is not advisable for Americans to cruise there unless they want to lose their boats". I am in constant contact with cruisers passing through Panama and have not heard of any complaints of mistreatment from them during their transiting the Canal or

cruising Panama. I've had 20 yachts stop at my cove since my return from the States in February; generally they were nervous upon entering Panama because of the political situation, but ended up being pleasantly surprised by their treatment while in this country.

As to the comments Mickey made about my personal situation, I would like to make a clarification. I am *not* a prisoner here in Panama; I am free to travel as I please, inside and outside of the country. Playa Blanca, Panama is my home by choice. Since being released from jail — I was only arrested once — I have been treated very well by the Panamanians because they know I got a raw deal caused by an overzealous United States' drug agent.

I would like to again extend an invitation to all cruisers passing through Panama to stop at Playa Blanca (9 35 N - 79 39.5 W) and enjoy the beauty of this country. This invitation is extended to all Americans as I am perfectly free to associate with everyone.

— michael starbuck 8/6/88

The Over The Hill Gang Of Long Lost Cabo '85 Boats Now On The East Coast

Just a quick note to update everyone on the whereabouts of the long lost fleet of California boats, Cabo class of '85, now internationally acclaimed as "The Over The Hill Gang".

After leaving a trail of havoc and devastation throughout Central America in our wake, we are here on the east

CHANGES

coast of the United States. The best efforts of the Coast Guard, Customs and Immigration failed to keep us out, so we are free to rape, pillage and plunder at will. This note should bring joy to the hearts of Californians who no longer have to fear the immediate return of our loathsome and despicable fleet. We are as follows:

Llyod and Jean on *Mariposa* (San Francisco) in Annapolis. Fred & Butch on *Nepenthe* (San Francisco) in Baltimore. Gary & Gayle on *Bethyl* (San Francisco) in Washington, D.C. Chris and Phyllis on *Procrustes* (San Francisco) in Fort Lauderdale. Sandra & David on *Aura* in New Bern, North Carolina. Laura and David on *Rainbow Connection* (San Francisco) in Norfolk, Virginia. Chuck & Doris on *Liberty* (Morro Bay) in Maine. Chris and Lynn on *Cynara* (Long Beach) in D.C. Bill and Ester on *Cantique* (Long Beach) in St. Petersburg. Carlos & Magaley on *Vivere* (Marina del Rey) in New Bern, N.C. And us, Denny & Norma on *Cheechako* (Anchorage), also in New Bern.

New Bern is a quaint little town up the Nuese River about 35 miles from the Intercoastal. The natives are very friendly. We are berthed at the Sheraton



Lady alone in Mexico. Jeanne trailered her boat from San Carlos and lived!

Hotel Marina, which has nice floating docks, free cable TV, newspapers every morning, and all the amenities you'd expect of a Sheraton including swimming pool, restaurant and bar. All this for just \$85 a month! What a deal.



We still monitor 4 Charley 4419.4 on the single sideband at 0800 each morning just in case anyone is on the east coast and wants to chat. Oh, I also get 25% of anything the bill collectors recover from the above motley bunch for fingering them.

— dennie & capt. norma 8/11/88

Cruise Notes:

"As we all know from high school physics, hot air expands." Thus writes former Marina del Rey Mike Maloney about the demise of his old inflatable. He'd taken it in to a service company, which proceeded to over-inflate it in their air-conditioned shop before taking it outdoors in the hot tropic air to explode. After the ka-boom, Maloney had a new \$3,900 hard bottom Zodiac inflataible. Mike and his wife Louise have spent the last year in the Virgin Islands operating **Angel Eyes**, their Morgan Out-Island 41 charter boat.

Anybody heard from Stephen Royce and the Santa Cruz-based schooner **Coaster** recently? A couple of years ago Royce sailed the schooner from Santa Cruz in the direction of Europe. Periodically we received short notes from him but haven't heard anything lately. Have you? Maybe he's just having too much fun to write.

"Transplanted San Franciscans" Bob and Dorothy Doyle aboard the Pearson 323 **Faith**, having been cruising the Washington, D.C. area this summer.

According to their first ever laptop computer report, they visited such historical places at Quantico, Virginia; Washington, D.C., and Mt. Vernon. They noted that it is possible to motor up the shallow Potomac if you're careful and can stand the noise of the helicopters that shuttle bigwigs back and forth between the Pentagon, the White House and the Capitol Building.

The Doyles considered themselves fortunate to be able to snag a transient slip at the Gangplank Marina near the Capitol. They weren't so lucky with the weather. In addition to the "oppressive heat", there was "haze, haze and more haze". Curiously enough, Gangplank Marina, which is three blocks from the Environmental Protection Agency headquarters, has more than 65% liveaboards. The Doyles figure that the EPA should get together and discuss the issue of liveaboards with our local Bay Conservation and Development Commission and resolve their obvious difference.

The Doyles will spend the remainder of the summer in the Chesapeake area before following the snow birds to the Florida Keys for the fall and winter.

For the last couple of months we've been getting reports on the Panama Canal from Mickey "C" of Hanalei Bay's **Bluewater Express**. Here's the latest:

"I was recently in the Bay Area and had a few beers with Dan Carter, whose Morgan 40 is presently in the Caymans.



RICARDO DEL SUR

He came through the Canal in late June without a hitch. He said the U.S. military bases there are being watched-dogged by the Panamanian Army but U.S. troops are confined to their bases.

"In any event, the big news is that it looks allright to transit the Canal. Carter reports the fee for his 40-footer was \$150 and there was no waiting. Both fuel and provisions were available. Carter reports that he was almost mugged in Colon, the armpit of the Caribbean, but there's nothing new or unusual in that. I hope the Canal stays the way it is as I intend to take my own boat through in December."

Incidentally, in the past few issues Mickey C wrote about Mike Starbuck in Panama. Earlier in *Changes* Starbuck corrects much of Mickey's information.

Our sometime writer, the always entertaining Reese Palley of Philadelphia, reports that his sailboat was "the first U.S. yacht ever in Odessa, Russia" and that he and his boat came without a visa. The verdict? "Russia was a gas. *Peristroika* lives. Scratch a Russian and ya gets a Yuppie." Palley plans to head up to Istanbul, Turkey in early September where he's — for unknown reasons — to be a guest at the Turkish International Food Congress at the Pera Palas. A few months after that he "flies home for the winter".

Thinking about trailering a boat down or back from the Sea of Cortez? Jeanne Felton of Escondido trailered her and husband Gary Felton's 22-ft Bristol

One of the great rides in the world: trailerboating through Baja.

Channel Cutter back from San Carlos in May. The big problem was the trailer. The one she had was designed for a Flicka, which is only 20-ft and weight much less. Consequently the load was stern heavy. Jeanne ultimately had to resort to putting cement bags on the trailer tongue and water bags on the foredeck of the boat. Adding another 1,000 pounds to a trailer load is about the last thing you want to do.

Given the somewhat precarious load, Jeanne kept her speed down at 30 to 35 mph. This wasn't a problem in Mexico, where slow vehicles are a common occurrence. But it wasn't so good with huge trucks passing at 70 mph in the States.

Jeanne reports the road from San Carlos to Hermosillo is two lanes, and although narrow, not bad. From Hermosillo to the Arizona border it's a four-lane divided road. Felton's tow vehicle was a 3/4-ton truck.

Earlier this year, we towed a Cal 25 to Loreto with a Chevy Blazer. We'll have a more detailed article on the trip in a upcoming issue, but it was a terrific one.

The most recent edition of *New Zealand Yachting* reported a very noteworthy death in the South Pacific, that of the legendary Aggie Grey, whose restaurant and hotel near the grave of Robert Louis Stevenson in Apia, Western Samoa have

been South Pacific institutions for the better part of a century.

Dana Prentice of Venice and West Marine Products boat shows writes from Costa Smeralda, Sardinia that "every girl ought to sail across the Atlantic at least once". Dana did it earlier in the year aboard Southern Californian Brad Herman's Baltic 51, **Secret Love**. In July, Dana competed in the Rolex Swan Cup Regatta out of Porto Cervo, where "there are fabulous huge yachts, magnificent landscaped architecture and beautiful people all around". There were also 60 Swans between 36 and 65 feet which showed up from a dozen countries to compete.

Dana sailed aboard the Swan 41, **Phillipiteus**, which finished in the middle of the pack. Wearing different pattern Hawaiian shirts each race, they did, however, win the best-dressed award which was good enough for a new pair of TopSiders for the whole crew. The top three boats: **Eurika**, a Swan 65 from the United States; **Cha ca bo**, a brand new Swan 53 from Italy that arrived on a freighter only three days before the start of the regatta; and, **Bolero**, a Swan 51 from Italy.

Dana is now off to the fabled cruising grounds of Turkey aboard the new Swan 53, **Cracker Jack X**. She plans on being back in California for the St. Francis Big Boat Series and the fall boat shows.

The fastest cruising boat in the world? That would have to be the celebrated 72-ft **Windward Passage** that came out of Tim Gurr's New Zealand boatyard after a year-long "better than new refit". The fabled racer was stripped down to her bare shell with almost all of her interior and framing removed and replaced. Her hull was then strengthened with laminated frames and an aluminum space frame was installed to accept the loads of the rig. Kevlar and divynycell composites replaced the aluminum cockpits and coamings to save weight and a new Scheel keel was fitted to reduce draft. The old *Passage*, like the wildly new successful one (see the Kenwood Cup article in this issue), is owned by former Australian FM radio mogul, Rod Muir.

If you're going cruising soon, please drop us a line. If you're not, now's the time to get working on it.

P.S. Details about the second annual **Some Like It Hot** Cruisers Rally from California to Cabo will be featured in the next issue.

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CAPE DORY 25, 1978. Full keel, traditional lines, teak trim, includes o/b and genoa. Excellent condition. Must see. \$12,000. (707) 257-8896 eves.

1968 22' COLUMBIA. With berth, new bottom paint. Excellent shape. Great for Bay sailing. Immediate sale! B/O. 372-8382, Bob.

O'DAY TEMPEST 23. Never in salt water, 2 spinnakers, 3 jibs, main, 6 hp o/b with 2 tanks, portable head. Will transport to Bay Area before Oct. 10th. Excellent race record on Lake Tahoe. \$4,400. (916) 541-2092.

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MacGREGOR 25', 1984. Swing keel, sleeps 5, poptop & canvas, 9.9 1984 Evinrude, electric start alternator, battery, power cord, 13" Sanyo color TV, refer, dinette, stove, cockpit cushions, CB, WeatherFax, separate head. \$6,500 or b/o. (707) 823-0789.

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CAPRI 22, 1984. Fixed keel, trailer, Honda o/b, exc. condition. Main, 110 jib & 155 mylar, spinnaker. Stereo, VHF, compass, swim ladder. Fresh water boat, well maintained. Partner transferred. Asking \$9,000. (916) 674-2774 or 674-5731, leave message for Don.

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OLSON 25. Very clean, race equipped, Signet System 1000, Signet System 2000, dual compass, VHF, 4 hp o/b. \$17,500. Trailer available. Will also consider partnerships. (408) 779-1950.

CATALINA 25', 1982. Exc. cond. Great beginner boat. Honda o/b, alc. stove, hd, VHF radio, pop top, 100% jib, 150% genoa, canvas covers, blue int., quarter berth, sleeps 4 comfortably. Fixed keel. Last hauled out May '87. More info. call Michelle (415) 484-4822 wk/(415) 828-1815 hm.

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J/24. West coast built. Many extras incl. Evinrude 4.5, Barient self-tailing winches, depth and KMs and trailer. Good condition. Make an offer! Weekdays (415) 852-2310 or (408) 749-0274 anytime.

PACIFIC PELICAN. New member of the Pelican family. 14'7" LOA. A sailing dory pram w/standing lug rig. For dinghy cruising. Deep, dry day sailer. Room for comfortable sleep-aboard. New & fully outfitted. Price w/trailer \$5,900. Call Ed Barlow 941-5174 or 853-1937.

CORONADO 25, '69. Very good condition. Black anodized mast, spinnaker, genoa, jib, VHF, Evinrude o/b, active racer w/Santa Cruz lower harbor slip. \$5,900. (408) 722-6909.

ALACRITY 18½', 1966. F/G sloop. Good condition. Evinrude 4. Five sails, anchor, compass, sleeps two. Great Delta cruiser. Boat in Delta. (415) 939-7919. \$1,500. *Boat must be sold — b/o.*

ERICSON 23'. Ideal for Bay & Delta sailing. Recently hauled, new through hulls, main, working jib, 50 genoa, compass, VHF, 7.5 Evinrude, rigged for racing & spinnaker. Galley, sleeps 3-4. Sausalito berth. Exc. first boat. Sails like an Ericson should. \$6,500. Call (707) 833-4231 day or eves.

O'DAY 19-FT. Model 192, 1986, like new, super clean, 1st year in freshwater, sleeps up to 4. One axle EZ trailer, swing keel, new Evinrude outboard (25 hrs), compass, new bottom paint, life jackets, due to transfer. \$6,800. Phone (415) 546-0390 days; (415) 388-6952 eves.

25' CATALINA, 1981. Must Sell. Clean, loaded. Jib furling gear, VHF, DS, life vests, teak boarding ladder, flare kit, compass, BBQ, cockpit cushions. \$11,000 or b/o. (415) 897-8292 after 6:00 p.m. Loch Lomond Berth - E31.

TOM WYLIE DESIGN SLP NIGHTENGAL 24. 5 sails, inc. spinnaker. Bristol cond. Priced to sell \$7,500. Also, Flying Junior inc. trailer, \$2,950. 843-4690.

ONE OF A KIND 17-FT AVON W520 inflatable Coast Guard certified for 10 passengers for hire, twin Evinrude 30 hp engines, Raytheon 33 VHF radio, 16 PFDs and more! Excellent condition. \$16,000. (415) 456-8411.

SAN JUAN 24 SAILBOAT. Recently painted topsides and bottom, new cushions, custom features, large sail inventory. \$8,500. Trailrite trailer for fixed keel sailboat up to 4,000 lbs. \$1,850. Buy together or separate. (415) 449-1352 or (415) 449-5515.

16-FT, 1979 HOBIE CAT. Excellent shape. \$2,200. (415) 591-4178 or (415) 349-3097.

CAL 20. \$2,400. For more information call (707) 996-5830.

"SORCERER" 25-FT F/G, 1968. Fiberglass English wing sloop with Lloyds certificate, good ocean or Bay pocket cruiser, sleeps four, Harken furler, diesel, autopilot, Sobstad sails, depth, speedo, RDF, VHF, etc. \$11,400. Call George (415) 548-4434 or (415) 527-5538 Berkeley.

RANGER 23, 1974. Good condition. 1984 Evinrude 6 hp. Motivated seller. \$7,500. (415) 924-7475.

J/24, 1980 #1795. 10 bags w/sails, 4 and 7.5 hp Evinrudes, yellow hull, Trailrite trailer fully rigged, 4 winches (3 new), knotmeter, VHF, life vests, complete gear. \$12,000 or b/o. (415) 272-8136.

CATALINA 22. Swing keel, poptop with cover, galley, pulpits & lifelines, knotmeter, digital depth, s/s & teak boarding ladder, 6 hp Johnson o/b, sailcover, anchor, whisker pole. Galvanized trailer with surge brakes. Clean \$5,500. (415) 935-3432.

HUNTER 25 FT. SAILBOAT SLODP 1982. 7.5 Johnson o/b, keel depthfinder, KM, bimini, mint condition. Great Bay boat. Many extras — too numerous to list. Berkeley slip available. Asking \$13,500 or best offer. Phone (415) 831-1693.

CATALINA 22, 1982. Fixed keel, 4½ Johnson, all extras. \$6,500 neg. (408) 738-0522. Will mail list.

ERICSON 23 FT. Fixed fin keel, 5 sails, 6 horse Ev. o/b, winches & more. Excellent Sausalito slip. Needs some work. \$4,500. (415) 388-8883.

CATALINA 25, LAUNCHED 1984. 1 owner, fresh water sailed, immac. cond. fixed keel, trailer, Honda o/b, fresh bottom, VHF, Signet digital depth and knotlog, dual contest compasses. UK sails and spinnaker, rigging upgraded with all lines lead aft. \$12,900. (209) 431-1491.

WEST WIGHT POTTER 14 FT. Good condition, 2 sails, outboard, used little. \$2,000. (415) 778-8085.

1974 25-FT AMERICAN SAILBOAT. F/G, galley, porta-potty, sleeps 5, 1,000 lb shoal draft keel, standing headroom, double axle, Vanson trailer, 9 hp Evinrude, great start for family sailing, cruising Delta, Tahoe. \$4,500 or best offer. (415) 839-7642.

24 FT. NIGHTENGAL. Priced for immediate sale! Full sail inventory, barely used 150% jib, 2nd 150%, 135% 95% spinaker. Very solid & sound boat. Great boat designed & built for San Francisco sailing. (415) 254-7914.

FLICKA 20, 1983, 24' overall. Rugged deepsea pocket cruiser. Diesel, enclosed head. Tricolor, strobe, VHF, DS, bronze opening ports, teak toe rail, etc. Heavy duty shore power and charger. Swim ladder, custom cockpit cushions. Many extras. \$29,000. (415) 427-4675.

RANGER (MULL) 22. 2 mains, 5 jibs, spinaker. Pulpits & lifelines. 6 hp Johnson o/b. Never raced. Many extras! Loaded! Richmond berth. \$6,000. (415) 663-1500 Eves.

IDEAL BAY BOAT. 24' Mason "Ostkust", i/b power, built 1962, self bailing, main & 2 jibs, '87 Master Mariner winner, needs deck paint. Clipper II Sausalito berth. These boats bring \$8-\$15,000 back East. Will sacrifice at \$6,000. Call Newcomb at (415) 332-5564.

SANTANA 22. One owner since 1967. Good sails and 7.5 hp o/b, cruising gear, never in salt water. Estate sale, asking \$4,500. In Stockton, ask for Marc at (209) 982-5271 or (209) 823-2889.

O'DAY 17'. Sails & spinnaker, 2 hp Evinrude, trailer, boat cover, new gelcoat, mast modified with O'Day fittings for easy one-person stepping, all are in good condition. \$1,950 or b/o. Call (707) 255-4546. Use recorder for return calls.

CAL 20, 1974. 5 hp Evinrude, well rigged, 2 complete sets of sails plus spinnaker, all equipment included. Transferable Gashouse Cove slip. \$4,000 or best offer. Call Ann or Dan at (415) 578-1391.

CDMPAC 19, 1983 Model. Blue Water Mini-Cruiser, 2 suits of sails, cruising spinnaker, knotmeter, depth sounder, VHF radio, RDF. Fully found, exceptionally clean. \$5,500 or b/o. (707) 746-7709 or (707) 746-5359.

C&C 27. Excellent condition. 6 bags of sails, RDF, VHF, DS, KM, AP, 2 anchors & more. Enjoy the quality of C&C in one of their very best designs. Redwood City slip. \$22,000. Fred Powell (408) 462-4294/P.O. Box 7, Capitola, CA 95010.

1972 O'DAY 23. 6 hp o/b. Sails and appearance good. San Leandro berth. \$5,000. (415) 792-5905.

PACIFIC SEACRAFT, 1986 DANA 24. Hull #33 featured in company ads. Beige/burgundy colors. Many extras. Excellent condition. 3 sails, KT, depth mtr, VHF, 110V hot water pressure system, shower, CNG stove, extra battery/water tank. \$55,000. Call Charlie (702) 323-8160.

F.J. CLASS SLOOP, 13' 3". Seat model w/trailer. Good condition, fast. \$900/best offer, or trade up for Venture or San Juan 21, or similar, w/trailer, or buy outright for around \$2,000. (415) 562-4012.

J/24. Very good condition, fresh water boat. Ready to race. \$8,500 or F.O.B. Fresno. Call Dan at (209) 432-4774 (days) or 431-4977 (eves).

1986 OLSON 25. Excellent condition with race package, deluxe interior, like new main. 95%, 155% genoa, spinnaker, 8 hp outboard, safety equipment and Trailrite trailer. Has never been raced. Great boat for fast cruising or racing. Asking \$24,500. (408) 224-1346.

VENTURE 21. Swing keel, 6 hp Evinrude, 3 sails, trailer, good condition. \$2,800 or B/O. (415) 237-4949 or (707) 938-4116.

J/24 SLDOP. Great condition, new LPU hull and spars, Johnson 4 hp, VHF, KM, head, many sails, tandem. (408) 475-4948.

24 FT. SAILBOAT. Full keel (draws 3' 8"), strong safe Bay boat in excellent condition. F/G hull with attractive wood interior. Sleeps four. Many extras including VHF, 7.5 hp o/b, 7 sails, ground tackle, etc. Call for details. \$5,000/b/o. (415) 883-3659.

O'DAY 22. Trailer, 7.5 hp o/b, 3 sails, swing keel. Extras like VHF, stove, porta-potti, compass plus lots more. Highly motivated seller, wife says no new boat till this one's sold. \$4,500. (415) 938-7015 eves.

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J/24, 1981. White, 10 sails, trailer, motor, excellent condition, great for racing or cruising the Bay. We are moving this fall so, bring offers. \$12,000. Adam 759-1061.

FREEDOM 21, 1982. Fun and easy to sail boat. Original owner. Excellent condition. New bottom paint 3/88. Full interior, sleeps four, porta-potti, Johnson 7.5 hp o/b. Motivated seller asking \$9,500 or b/o. Call Jim at (415) 359-8528.

FREEDOM 21. Fast, maneuverable, perfect for singlehanded on the Bay. Instant reefing, instant spinnaker setting and dousing. Comfortable cabin for overnighting. Sausalito berth. \$13,000 or b/o. Or buy a half partnership. 453-7643.

1953 HOLSINCTOR JOLLEN, 18'. Lapstrake double ender. Full keel, Danish fir on oak, teak decks, mahogany cabin, new s/s rig. New sails, refasteners. 5.5 hp Seagull. Upwind Alameda berth \$4,000. Fast classic. (415) 548-4460, answer machine.

HUNTER 23, 1986. Excellent condition. Trailer, Nissan o/b, depthsounder, knotmeter, 2 anchors, 110%, 150%, new bottom paint. \$11,500. (415) 676-8189.

AQUARIUS 23. Trailer, Mercury o/b, 1968 Travelall tow car, slps 5, self-furling jib, compass, porta-potti, full elec. system, 2 batteries, VHF, AM/FM cass. system, anchors, teak swim platform, propane stove. \$4,000. (209) 369-7726.

WEST WIGHT POTTER 19'. Double-reefed main, Suzuki 3 1/2 hp o/b, VHF, porta-potti, Danforth w/200' rode, recent battery, trailer with new tires, lights & wiring. \$3,950 or trade up toward bluewater cruiser. Rich Grant (408) 971-8414, Tues-Sat 10-5 or (408) 395-4108, eves.

CAL 25. Extensive inventory for cruising/racing (nine bags). Large cockpit, roomy interior (galley, head, shore power). Rigged for easy/singlehanded, lines lead aft via line stoppers. Spinnaker gear, knot, depth, compass, anchors, awnings, etc. Fresh paint, varnish. \$6,500 or b/o. (408) 354-3207.

1982 SPRINTO SPORT, 23 FT. Racer/cruiser with galvanized trailer. \$6,000 — Must sell!! Ray (415) 845-7671 or (415) 841-6672.

CORONADO 15. (Racy brother of Capri 14.2). Light, fast, fun family one-design. Beachable, can't sink! Includes trlr, trapeze, main & 120 jib, Tiller-minder, windvane. Clear Lake & Bay veteran. Price slashed — half my cost! \$750. (415) 331-2502.

ERICSON 23. Please Help. I must sell my boat ASAP. She was built 1972 and is in great shape. She has 3 headsails, a 7.5 Johnson o/b that runs great, VHF radio, sleeps 4, galley, anchor, much more. \$5,000/b/o. Scott (415) 459-1173 (shop) or 472-0639 (home).

AQUARIUS 23. Ideal family cruising boat, Chrysler electric start o/b, poptop roomy cabin, furling 110 jib, pulpits, lifelines, KM, compass, life preservers, galley, head w/vanity, anchor, etc; sleeps 4, tandem axle trlr, surge brakes. \$4,000. (707) 263-6271.

SPIRIT 6.5 1980. Roller furling on working jib and 150. Includes trailer, 8 hp Chrysler o/b. \$4,500. Call 8 to 5 (209) 944-5144, after 5 (209) 529-8939.

GREAT BEAR, PANDA #9. Beautiful condition. Full cover, brand new Evinrude, upwind Berkeley berth. Hauled in July with zero defects. Grand, stiff Bay boat. Owner moving. \$5,000 or b/o. (415) 254-6238.

24' FIBERGLASS SLOOP. Lapworth Gladiator, four sails, 6 hp auxiliary. \$2,500 or b/o. (916) 444-8259, 2210 11th Avenue, Sacramento, CA 95818.

25' COLUMBIA CHALLENGER. All new! See this classic beauty with glistening new LP top and copolymer bottom. New mahogany hatches, plus new interior. Call for details. \$11,800 or b/o. (818) 449-4801.

1972 16' HOBIE CATAMARAN sailboat with trailer. All sails and rigging included. Fair condition. \$750.00. Call Jim evenings at (415) 735-1839.

CATALINA 25, 1982. Fixed keel, VHF, poptop, three sails, Evinrude 7.5 o/b, fresh bottom. Richmond berth. \$10,500. (707) 431-2189.

CAL 20 in good condition. Oakland berth. Must sell, possibly moving from Bay Area!! \$2,000 or b/o. Home (408) 997-6910, Work (408) 973-2016.

26 TO 35 FEET

33-FT CHEOY LEE KETCH, 1975. Year-round cruise. Liveaboard, shower, heater, Volvo dsl. \$36,000. (415) 524-3065.

31-FT SEARUNNER TRIMARAN. Needs work, fiberglass, paint, etc. No mast or rigging. \$1,500. (408) 263-7633 Gene.

27-FT ERICSON, '71. Excellent shape. Auto pilot, Many extras. \$12,000. (213) 316-4226 (days) or (213) 375-3676 (eves).

1980 HUNTER 33'. Must Sell. Diesel aux., electronics, great liveaboard and many extras. \$35,500. Call (707) 552-4975.

MARINER 31 F/G CRUISING KETCH. Historic 1st Woman TransPacific crossing. Recent renovations. New decks, tanks, interior, roller furler, Perkins 4-107, excellent liveaboard. \$34,500/offer. 26-ft oceanworthy Cheoy Lee Frisco Flyer, f/g, teak decks, rebuilt Volvo dsl, 4 sails. \$11,950. (415) 331-4535.

26-FT COLUMBIA MARK I, 1963. Ready for cruising, excellent shape, 25# plow, windlass, gallows, dodger, bronze portlights, VHF, inboard dsl, 11 hp, new paint, mast & deck, remodeled interior. \$18,000. (714) 661-7353, Bob.

CATALINA 27-FT, 1973. Inboard, Atomic 4, midship dinette, knot, depth, VHF, 110v and 12v, compass, bilge pump, trickle charger, Scentry detector, Lectra/san head, alcohol stove. Bristol clean. \$14,400. (415) 341-8009.

DOWNEAST 32, 1976 CUTTER. Yanmar 27, radar, VHF, Honda 650 gen., Arco solar panel, 12 amp wind gen., ap, inflatable with new Johnson, shower & more, set-up to cruise. \$54,000. (805) 772-8277.

OFFSHORE 27 CHEOY LEE. Excellent condition. Original owner, glass hull, teak decks house trim, Volvo dsl with 648 hours, wooded bare & varnished 6/88. Excellent Bay boat. Price negotiable to sell. Phone (415) 383-3212.

31-FT SWEDISH BUILT F/G SLOOP. Sleeps 4, full sail inventory. Volvo inboard dsl. Rigged for singlehanded. 2 boat owners. Must sell. \$18,000, Eves. (415) 383-3154.

WESTSAIL 32. Built by South Coast Marine, launched 6/85. SST bowsprit, Boomkin Harken traveler/rollerfurl (new), refrig., depth speed, VHF windlass, Aries (boxed), batt. charger, Yanmar 3-cyl. & more. 90K invested. Must see to appreciate. \$59,000/OBO. Alex, (415) 368-5488.

ERICSON 32, 1972. Carefully maintained Delta/Coastal cruiser/Bay sailer. Clean comfortable. Sleeps 6. New rigging, new aluminum gas tank, new bottom paint, survey. 3 sails, anchors, safety gear. VHF. Must sell. \$26,000. Peter day (415) 453-3977, eves (415) 499-8048.

CLIPPER MARINE 26' SAILBOAT. Swing keel, stove, ice box, main, genoa, furling jib, poptop, Mercury 9.7 o/b, dual axle trailer. \$6,200. (415) 754-0289.

33' YORKTOWN SLOOP. Perkins Eng. 4-107. \$18,000 or best cash offer (maybe small house). Write: Larson, 2937 Toyon Dr., #1, Stockton, CA 95203.

26-FT CHRYSLER, 1978. Swing keel, 10 hp, elec. start, propane galley, AM/FM cass., ICOM 500 VHF, Tandem wheel trailer, 6' head room, enclosed head or foward berth. \$9,000. (707) 526-6722.

HAWKFARM 28-FT CROSSFIRE. Race or cruise this performance boat, active YRA class, full equip., exclnt cond., Berkeley berth until Oct., then Benicia. \$24,000/b/o. (415) 372-6593.

SUN 27. Perry designed fin keel sloop. Bristol cond., new bottom paint. Yanmar dsl w/twin batt. Deluxe teak inter. w/6' hdrm. Compass, DF, speed, VHF, shore power, Head w/sink & holding tank. Oyster Point Marina. Surveyed at \$27,500, Must Sell! \$16,500/offer. (415) 965-3857.

SANTANA 27. Safe double-resin hull. 5 sails including spinnaker. Racing history. Sharp mahogany interior, 6-ft. hdrm, 6 berths, VHF, DS, KM, AC/OC frig., stove, stereo, head, 30 hp Atomic i/b. Recently surveyed fault-free. \$12,950 or b/o. (415) 964-9933.

FUJI 32 CUTTER. World cruiser. Very sturdy boat. Equipped for offshore sailing. Diesel, spinnaker, elec., etc. Head equipped w/Electrosan unit, hot & cold water, shower. Phil (408) 998-7474. Price \$39,500.

S-2 26'. Good condition, 3 sails, teak inter., alky stove, 15 hp, i/b w/alternator, KM, enclosed head w/sink, VHF, OM, ground tackle, recent haul out and bottom paint. \$16,000/offer. (415) 778-8085.

WESTSAIL 32 CUTTER. Westsail the World! Full keel. Custom interior. Heavy construction. Unique teak taff-rail. Both wheel and tiller steering. Seven berths. 6 sails, roller furling. 6 page equipment list. (408) 377-4815. Will trade up or real estate.

COLUMBIA 34. Liveaboard custom cruiser, downwind berth S.F. Marina Green. Comp. upgrded, exc. cond. equipt w/SatNav, Loran C, 3 fatho, RDF, VHF, CB, 4 bilge pumps-2 elec-2 man. aux. gen., inflat. with o/b on dav, stern/bow pulpits, speedo-wind speed, 2 an-chrs, #35 plow w/200' chain & #25 Bruce w/200' 1/2" line, wind dodger, eng. rebilt. 87, 2-30 gal. fuel tnks, 2 water tnks 90 gal. total, hauled, painted, refitted, sur in 87, new cab. inter., 7' headroom. Many extras. Priced to sell \$37,750/inc. berth. Call (415) 591-6829.

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CAL 3-30, 1974. Universal Atomic 4 engine in gd cond, 3 headsails & 2 spinnakers, 5 Barent winches. All gear over-sized for Bay or Hawaii sailing. VHF, gimballed stove, sleeps 6. Super strong boat. Santa Cruz sublease available. \$25,000/offer. (408) 426-0535.

MORGAN 27'. Excellent condition. New mast, rigging and gas i/b in 1982. Good sail inventory, 2 mains, 5 headsails, 2 spinnakers. Oversize winches, all lines lead aft. Good stiff sailboat, well suited to S.F. Bay. Asking \$17.5K. (415) 521-7826.

ERICSON 27, 1977. Great racer/cruiser. Diesel, wheel, new main, KM, DM, VHF, teak interior, whisker pole, 2 anchors, lines lead aft, many extras. Asking \$18,000. Make offer. Call Tom (408) 259-3060.

OUR PROBLEM . . . YOUR SOLUTION! We have two boats, we're motivated. *Make us an offer!* Creative solutions welcomed. Trades? If you want a sailboat, let's talk. (408) 289-9751 evenings/msg.

CAL 29. Built '69. Race equipped, 8 sails incl. 2 spinnakers, headfoil, i/b, genoa track, mid-boom traveler, depth, Loran, VHS, internal halyard, lines aft, fully equipped. Micron epoxy bottom, in S.F., \$16,000. (415) 752-7986/431-4666.

CAL 34. Best buy on the Bay. New engine, rigging, full canvas, bottom paint, interior, cushions and much much more. Well maintained, same owner 20 years. Must sell. \$27,500/b/o. Stan (408) 264-1394.

CHEOY LEE 26' FLYER III. Total refurb. paint, re-chrome, varnish, gear, Volvo MDI, epoxy, custom ports, 4 bags, storm gear, capable pocket cruiser. Sharp first or last yacht. Dual axle trailer. \$13,900 firm and well worth it. (213) 426-6427.

FEATHER 27'x6'6" beam. Double ended sloop. New main and 155#, good spinnaker and 110#. New Mariner 4 hp. mahogany on oak, teak topsides, spruce spars, new epoxy bottom. Trailer, great condition. \$6,000. (707) 553-2831.

30' COLUMBIA SLOOP. Wheel steering, VHF, Loran C. Atomic 4 i/b, Halon, 17K or b/o. Pilar Point Harbor. Tammy 359-5973.

31' MARINER KETCH. Refer, generator, spinnaker, Avon dinghy, new bottom paint, Perkins 4-107, Dodger, weather curtains, good condition. \$37,000. Call (415) 443-5538.

S-2 26-MID. Very clean, full-keeled sloop w/S.F. Marina Green berth. North sails, Volvo dsl, wheel steering. 6'2" headroom, aft cabin, Nav station, dsl, fireplace. A comfortable and dry cruiser. Recent survey \$23K/b/o. a.m./564-3425.

1975 CATALINA 27. Mint cond; i/b engine, sleeps 5. All standard equip. plus many extras. Berthed at Brisbane. Buying larger boat — must sell. Asking \$15,200 — Call Dick at (415) 895-9115, x131 (wkdays)

1978 CATALINA 30. New dodger & Lee cloths, pressure hot water, microwave, A/C refrig., trailer available. \$26,000/trade. High weight capacity sailboat trailer. Tandem dual axles. Has hauled 35' 22,000 lbs sailboat; 1-ton truck required. \$2,500/trade. (805) 528-7557.

CATALINA 30, 1984. Well equipped Coastal cruiser, Autohelm 5000, refrigeration, wheel, 3 cyl, dsl, VHF, AM/FM, self-tailing winches, spinnaker, roller furling. \$36,000 firm. Call (408) 647-8148.

ERICSON 27. Atomic 4, VHF, stereo/cass., depth, knot, cockpit, cushions, ladder, whisker pole, furling jib, all wood excellent condition. Clean, well-maintained yacht, you must see! Berthed at Coyote Pt. Retirement forces sale. \$16,900/offer. 592-5747.

26' THUNOERBIRLO SLOOP. Great sailing (inexpensively)! Only \$4,500. Factory built, glass over plywood & epoxied. Just hauled. 4 berths, stove, etc. 6 hp o/b. Oakland berth. Active class — Worlds on Bay next year. Don 254-1039 or 495-7755.

'85 NEWPORT 30 MK III SLOOP. Universal dsl, 3 sails, club jib, VHF, KM, compass, depth, wind speed/direction, excellent Bay cruiser w/extras. I will consider creative trade of any equity. \$44,500/offer. By owner. (408) 738-2476.

SANTA CRUZ 33 FOR A 27? That's Right. Moving to Down Under Under (NZ). Must sell SC 33 part finished kit or trade for SC 27. Fac. built hull, cust. design deck (balsa & foam), keel mold, winches, deck gear, interior ply. \$14K/b/o or trade for good SC 27!! (916) 969-7245 after 9:00 p.m. only.

ERICSON 35 PLUS, 1984. A chance to sail Channel Islands and purchase the perfect 35-ft sloop! Beautiful, easy to sail, fast, luxurious, identical to 1988 model, in excellent condition. Roller furling jib, dodger, self-tailing winches, Universal fresh water diesel, Cybernet stereo, Combi instrumentation, VHF, CNG oven, stove, separate shower, beautiful teak interior, sleeps seven. Many extras, excellent Ocean or Bay boat. Presently at \$62,000 or b/o. (916) 753-5546.

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NEWPORT 30 II. Exc. cond. Two mains, 150, 135 & 110, spinnaker w/full gear & new standing rigging. ICOM VHF, AM/FM cass. stereo, digital depth, KM, Martec prop, 2-spdl winches, Delta awning. Located at Pt. Richmond. \$30,000. (415) 237-3883.

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ANGLEMAN 34' CLASSIC "Sea Spirit" Ketch. Wood, Japan custom built 1968. Bristol, 7 sails, 20 hp Albin diesel, dinghy, VHF radio, AP, DP, hailer, compass, KM, bimini & full boat covers. Survey appraisal \$100,000. Owner will finance. \$39,000. (415) 254-0524.

30' PACIFIC F/G SLOOP. \$7,000 firm. 8 sails, new spinnaker, 3 anchors, VHF, DS, KM, inflatable. New cockpit cushions, 4 winches, stern, bow pulpits, new bottom paint, new batteries, bat. charger, no blister, hand laid F/G. Baja Vet. sleek and fast. Berkeley up wind. 528-4216 p.m.

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CF-27. Many Trophies. New InTexLux epoxy bottom, new mainsail, 4 spinnakers (1 new), 6 headsails in use, VHF, Loran, new KM, new compass, new head, new canvas, Micron 33, slip possible. \$12,000. White-Red L.P. Tom 8-5 M-F. P.H.R.F. 156. (213) 424-0468.

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CORONADO 30. Moved, must sell! Perfect Bay boat. 4 sails incl. spinnaker, nearly new spars, 27 hp i/b eng. Jiffy reefing, all lines lead aft, wheel, VHF, DS, sleeps 6. \$16,500 or b/o. (209) 836-5947.

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OLSON 30' Cheers. Fully equipped. New main, new spinnaker, new myler 150% jib, new topside paint job, new bottom job, Loran C, plus much more equipment. Asking \$20,000. Call (415) 865-4109 hm; (415) 536-5548 bus. Ask for Carl

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FANTASIA 35, 1978. Excellent condition, great cruising or liveaboard, cutter rigged, 35 hp dsl, 125 gals fuel, 215 gals water, full dodger, center cockpit, VHF, RDF, depthsounder, knotlog & more. Must sell \$75,000/OBO. (415) 921-2107/331-6103.

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32' F/G SLOOP. Excellent cond. Appraised at \$15K, asking \$12,978. VHF, sounder, galley, head, trailerable 3'6" draft. 8 hp rblt. i/b diesel, new zinc & bottom paint. Ed (415) 522-6377.

CAL 2-29. Excellent fully equipped dsl i/b, whl steering, VHF, KM, fatho., RDF, natural gas stove/oven, teak interior, 4 winches, spinnaker, 150% & working jib, pressure water, ground tackle, anchors, fenders, etc. Great all purpose boat. \$25,900. (415) 527-0888.

26-FT PEARSON ARIEL, 1967. Good condition. Hauled and refinished bottom and topside. New sail cover, self-furling jib, 8 sails, 4 winches, o/b, active racing class, winner 1978. Sausalito berth. Good Bay boat. \$8,500. (415) 765-7310 bus. (Norm) or (415) 435-3797.

AMAZON 30-STEEL CUTTER, 1985. Perfectly fair hull with round bilges, factory finished teak interior, ASC desalinator, Yanmar 2GM, SatNav, VHF, flbxgate compagg, Stowe log, depthsounder, solar panel, Force 10 stove, cabin heater, fully insulated 1" closed cell foam, Navik windvane, Plastimo auto pilot, Dodger, Bimini, Fatty knees sailing dinghy, Zodiac inflatable, windlass, 2 Bruce anchors, 1 Danforth and much much more. A super boat that's safe. Comfortable, dry and fast. Must sell. \$65,000 or b/o. (707) 253-9270.

CATALINA 27, 1983. Diesel, trad. inter., Harken furling/reefing system 1988, new standing/running rigging 1988, Halyards led aft, self-tailing winches, cockpit cushions, DS, KM, ground tackle, fenders, bottom epoxy & paint 1988, VHF safety gear, Brisbane Marina. \$20,000. (415) 592-8537.

CAL 27, 1973 SAILBOAT. Everything (rigging, sails & cover, VHF, 12 hp Chrysler o/b, interior) new in 1983. Boat is in excellent condition & loaded. Berthed in Berkeley. \$10,000. (916) 444-5451 Wklys; 421-8260 or 392-4267 eves.

TARTAN 30. Keel step mast, Skeg rudder, fast, beautiful condition. July haulout. Lots of gear & upgrades. East Coast quality. \$29,000 or b/o. (415) 755-3542 eves & wknds.

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1985 CRUISING FOLKBOAT. 26' wooden Lapstrake, self-bailing, pulpits & lifelines, self-steering, 3 anchors, RDF. Proven design, nearly new. Great value. Marin berth. \$6,500. (707) 857-3868.

NEWPORT 27. Well equipped, upgrades. Shows & sails beautifully, 1978, Atomic 4, wheel steering, bilge vapor sensing, RDF, VHF, DF, roller furling, teak interior, exterior covers, more extras. Morro Bay slip w/utilities. \$17,950. Tom (408) 735-3556 or (408) 688-3125.

CHARLES MOWER 32' KNOCKABOUT SLP. *Flirt*. Sleek, beamy, low freeboard, solid vessel stands up to gusty S.F. Bay sailing. Port Orford cedar hull w/spruce spars. Actively raced/shown-boat shows; liveaboard, 34' overall has classy varnish oak interior. 2 cyl. Volvo Penta 15 hp, 12 volt & VHF radio, masthead tri-color. Built 1914, shows love/care of few owners. Master Mariner's 1st & 3rd place 1987-88. \$14,000/consider trades for trailerable powerboat or other powerboat, convertible car, classic 1930's vehicle or similar. Call Pete (415) 456-2788.

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ISLANDER 30. Excellent condition, 1984. Roller furling, jib, cruising chute, sleeps 6, many extras, perfect day boat. Original owner. \$45,000. (415) 831-1842.

CATALINA 30, 1985. Diesel, self-furling system, self-tailing winches, wheel w/DS & speed distance located on pods, stereo system, automatic battery charger, shower. This vessel has been bottom painted 5/1/88 and looked over by a Marine Surveyor. One owner. S.F. berth. \$38,500.

EXCALIBUR 26' F/G SLOOP. Built 1966. Excellent condition. Sleeps 4, enclosed head, Evinrude 6, 4 sails including spinnaker & pole, anchor, compass. Clean interior. Excellent Bay racer/cruiser. Boat must be sold. \$4,500 or b.o. (415) 939-7919

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CHEOY LEE LUDERS 36, 1976. Must sell for move to larger boat. Lots of gear: dodger, Volvo dsl, awning, Loran, AP, electroguard, windlass, ground tackle, VHF, fathometer. New epoxy bottom and more. Lovingly maintained. Consider trade. Reduced to \$45,000. Jim, (415) 331-2309.

43-FT CUSTOM BUILT, NEW ZEALAND, center cockpit, auxiliary ketch, 1964, '87 refit including LPU finish hull & decks, full canvas boat cover. \$85,000/OBO. Call Rob at 1-(916) 371-1556 or 484-6105 for survey & history.

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WHITBY 42, 1981. Canadian built, center cockpit, aft stateroom ketch. Fully equipped in immaculate condition. Comfortable, spacious world cruiser with a legendary reputation. Located in Florida - Gateway to the Caribbean! \$98,000. Call for all details (415) 841-0885.

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LANDFALL 39 PH CUTTER. Ready to cruise/liveaboard. Three cabins sleep six, workshop, 5 sails, diesel stove, Avon canister, radar, Loran, autopilot, 2 DS, AWI, VHF, refrigeration, TDX, separate shower, inverter, teak interior/decks, 70 hp diesel, more. Asking \$72,000 or b.o. (707) 578-1004.

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UNION 36. F/G cutter, teak decks and trim, roller furling jib, in superb condition. A fast, documented cruiser with low hours on Perkins diesel. Beautiful 1981 boat with \$20,000 worth of extras included. \$72,500 from owner. (707) 253-7509

36' ISLANDER. This boat's strong, comfortable and ready to go. Asking \$45K, complete w/extensive inv. Make an offer on the boat and whatever gear you want. I will keep the rest. Call (408) 423-4230.

38' CHEOY LEE, 1980. Equipped for single-handed sailing. Halyards lead aft to cockpit. Beautifully maintained. Nine winches, self-tailing, eight sails incl. cruising spinnaker, AP, Loran, SatNav, RDF, SSB ham gear, EPIRB, VHF, all wind inst., knot log & speed, windlass for chain & rode, 4 anchors 100' 3/8 chain, 600' 5/8 rode, documented, 9' inflatable, 2 hp o/b, all gear aboard to sail immediate. Ph. (805) 646-0496. Price: \$92,500.

NEWPORT 41 F/G SLOOP. Another Girl. Custom built in '73, new Yanmar dsl, '83, 12 sails, Micron bottom, solar power. New: Autohelm 6000, refrig., Harkin roller jib. Loran, heater, elec. windlass, DS, windows & hatches. Teak interior. \$69,000. (707) 823-3776.

NEWPORT 41' SLOOP RIG. New everything, great liveaboard/ready cruiser, sleeps 7, excellent upwind berth, Westerbeke dsl engine, dsl heater, refrig, Loran/wind, new bottom paint, folding prop, much loved, 2nd owner, full sail inventory/spinnaker, chain, etc. \$72,500. (707) 448-2488.

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41-FT SEA-TIGER KETCH. Bristol condition, ready for cruising and/or comfortable liveaboard. Well equipped w/8 sails including roller furl jib, F/G hull, teak trim, teak & mahog. inter., solid teak housing, Perkins dsl, large salon, galley & head w/separate shower, Avon, full boat cover & lots & lots of equipment for cruising. Only \$74,000. Must see to believe! Call Rob (415) 332-1177.

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ISLANDER FREEPORT 41, 1981. Commissioned in 1984. Pathfinder 85 hp dsl, radar & Loran, 2 heads/showers, full galley, large salon, 6'4" hdrm, teak interior, dinghy on davits, AP, dodger. A perfect liveaboard in exclnt cond. Incl. 7 mos. prepaid slip fees at Pier 39. Reduced to \$93K. Matt (415) 986-6366.

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GOING TO MEXICO SALE. SL555 anchor windlass, Motorola 35 amp marine alternator, Hawaiian charts, whiskerpole, cable cutters, 16-ft Mercury sailboat, 1984 Nissan Sentra 4-dr, plus ????. Call Judy at (415) 232-5800.

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CREW

CREW AVAILABLE starting 11/88 for 1 to 3 month passage. Experienced, hard working, will pay own expenses. Mark (415) 967-2933.

CREW POSITION WANTED. Experienced local sailor desires crew position to Hawaii, Caribbean and/or So. Pacific departing anytime in '89. Can offer boat repair skills, friendly personality, good boat handling, knowledge and share expenses. Michael Heiner (415) 499-8575.

FEMALE SAILING COMPANION WANTED. Good looking, 45 year old, financially secure, single male seeks attractive, slender 25-40 female for sailing Newport 30, berthed in SF. Experience not necessary. Box 28, 2404 Calif. St. San Francisco, CA 94115.

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CREW POSITION SOUGHT TO MEXICO on well found boat. Male, 42, quiet professional boat maint worker, 12 years Coastal sailing experience, boat owner. I can help you get your boat to Mexico with the following skills: navigation, rigging, electrical and mechanical repair, responsible watchkeeping. Depart San Diego after Thanksgiving. Ric Eiserling, P.O. Box 5188, Santa Cruz CA 95063 (408) 475-5397.

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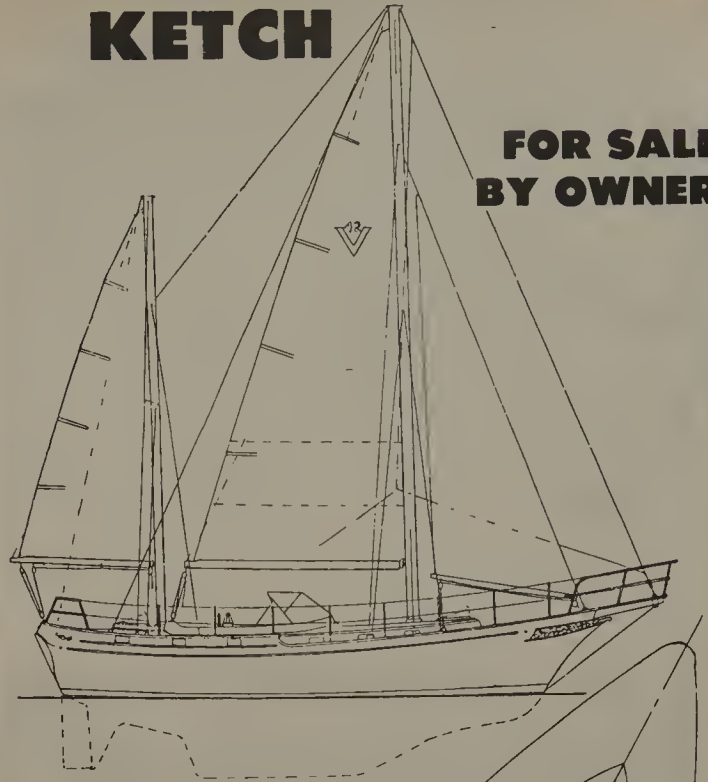
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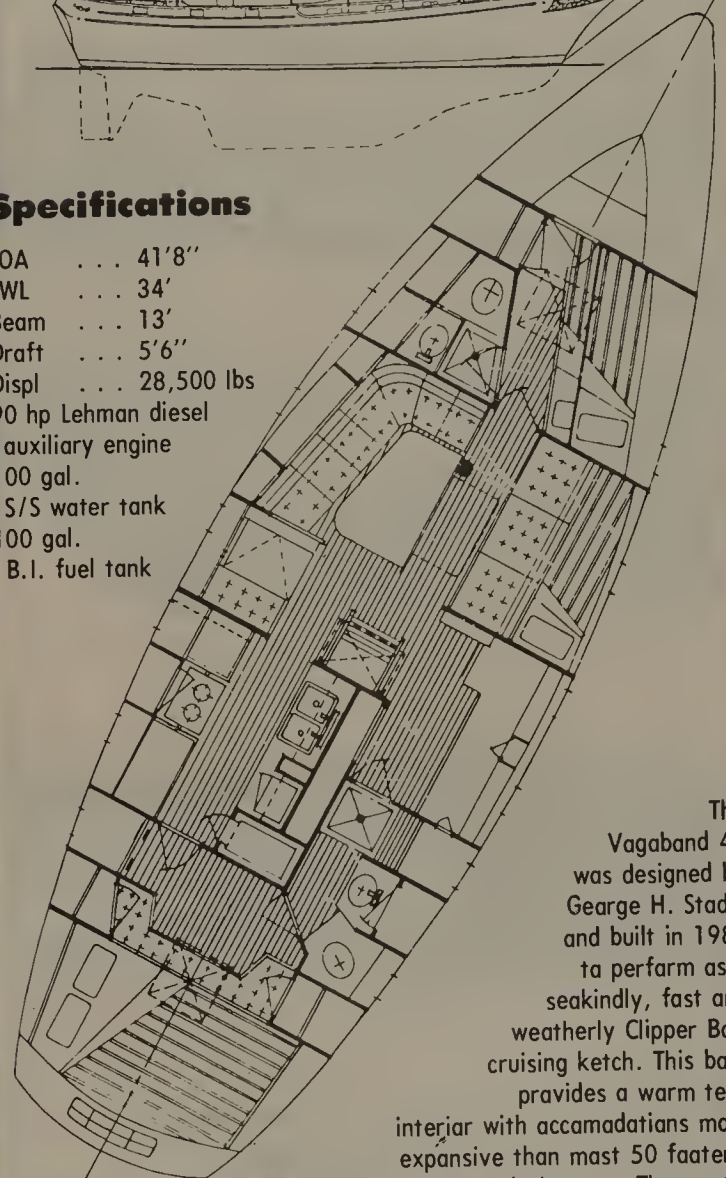
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Specifications

LOA . . . 41'8"
LWL . . . 34'
Beam . . . 13'
Draft . . . 5'6"
Displ . . . 28,500 lbs
90 hp Lehman diesel
auxiliary engine
100 gal.
S/S water tank
100 gal.
B.I. fuel tank



The
Vagabond 42
was designed by
George H. Stadel
and built in 1980
to perform as a
seakindly, fast and
weatherly Clipper Bow
cruising ketch. This boat
provides a warm teak

interior with accommodations more
expansive than most 50 footers,
sleeping 7 in 3 staterooms with 2 heads and showers. The center
cockpit design provides far interior port and starboard pass-throughs
around the engine compartment, allowing 3-sided access to the engine.
The galley is approximately 6'6" by 4'10" with a 2-burner gimbaled
LPG stove and oven and a cold machine refrigerator, hot & cold
pressurized water system and ample storage throughout.

Appraised at \$110,000. Price reduced to \$72,000

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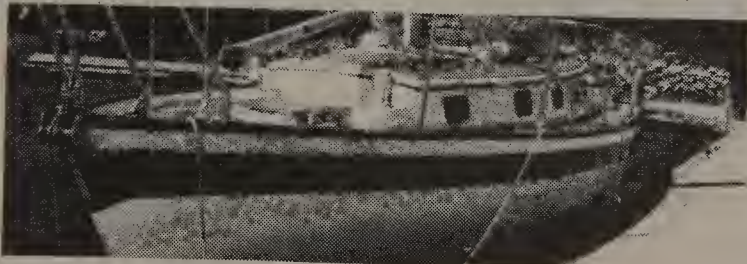
UNION 36 — The Last One "as is, where is". A new yacht with new sails (3), epoxy coated bottom, cutter rig and many factory options. "Normal" retail on the 36-ft bluewater cruiser would be in excess of \$100K. A great savings at \$77,500.



HUNTER 33', 1980 — Diesel powered auxiliary. A comfortable & spacious family cruiser. A great intermediate boat for the economy minded sailor. Try \$29,950.



MERIT 25, 1983 — A well maintained race-equipped one-design with some mylar sail inventory, o/b and trailer. Price reduced: \$11,950.



UNION 32, 1984 — A little used coastal cutter by Brewer. Very shipy with teak decks, teak interior and 27 hp dsl auxiliary. Electronics and propane range plus Hi-Seas heater. Asking \$44,500.



UNION 36 — Owner has lived aboard for one year, so it has been sailed very little. Plus, lots of those liveaboard goodies, including refer, heater and appointments. This well respected yacht is seriously for sale at \$74,950.

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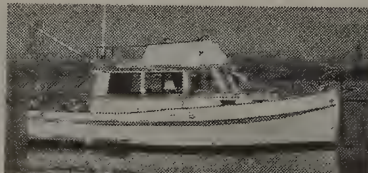
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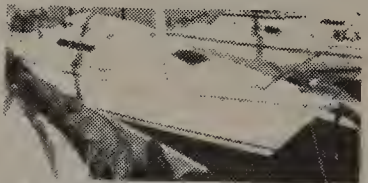
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32' GRAND BANKS "The Sailor's Choice". Original owner, radar, VHF, recording fotho, teak decks — see her in Sausalito. Priced to sell! **\$38,000.**



28' LASER Bruce Farr designed and outfitted for fast single or doublehanded sailing. Complete electronics. Owned by well-known yachtsman. **Anxious owner!**



43' WESTSAIL ctr cockpit cutter, 1982. Kept on fresh water until late '87; continually professionally maintained. Hood Stoway main, Seafurl jib & stoysoil. Barient winches. Immaculate isn't proise enough! **Reduced to \$129,500.**



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65' MacGREGOR 1986. Cruising version of this popular production yacht — Loron C, Autohelm, radar, furling jib, stereo, hot water and much mare. **Bank Repo.** sistership



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'84. Diesel, clean. Check show 'Sail Away' prices, then call Lee. **\$27,500**



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- ☐ Convertible Cutter/Sloop
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- ☐ Full keel, cutaway forefoot
- ☐ Extra thick fiberglass hull with reinforcements
- ☐ Chuck Burns design
- ☐ Built by a Boy Arco craftsman
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- ☐ Insulated hull
- ☐ 5 anchors; chain, rope, windlass
- ☐ Oversize rigging and bulkheads
- ☐ SatNav
- ☐ Windvane
- ☐ 2 outpilots
- ☐ 5 sails
- ☐ Inflatable dinghy with 8 hp outboard
- ☐ 5 ways to generate electricity
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- ☐ Boom gallows/most steps/dodger
- ☐ Teak and holly sole
- ☐ Radar reflector and detection system
- ☐ Yacht meticulously maintained
- ☐ Turnkey cruiser

Her \$45,000 price compares to a replacement cost in the \$70-\$80K range. Also, it buys all the thinking, experience and work that assembled the right components to make QUARK a proven liveaboard world cruiser.

Look her over in Sausalito at 72 Pelican Harbour, or call me,

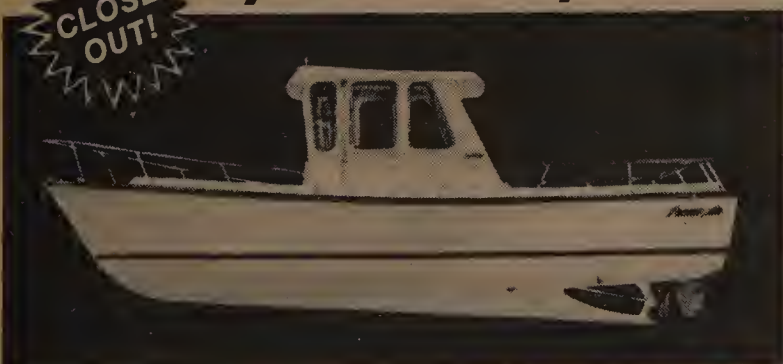
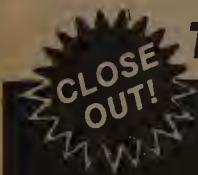
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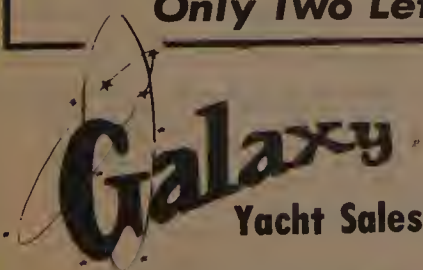
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'79 **ISLANDER FREEPORT 36**. Perkins diesel. Designed by Bob Perry, the Freeport 36 performs well under sail and has the popular owner cabin amidships. **\$64,000.00/Offers.**

SELECTED BROKERAGE

26'	RANGER 26, 1973, o/b	\$8,500
27'	CAL 2-27, 1976, diesel	\$22,500/Offers
27'	CHEOY LEE OFFSHORE 27, diesel	\$23,500
28'	CAL 28, Yanmar diesel	\$12,000
29'	BRISTOL 29, 1968, appealing design	\$16,000
30'	BABA 30, 1984, every extra imaginable	\$81,000
30'	BODEGA 30, loaded with valuable cruising gear	\$47,500
30'	ODYSSEY by Alberg, 1966	\$23,000
31'	DUFOUR 31, 1979, great for Bay and Delta!	\$49,500
32'	ARIES 32, cruising gem, 1981, diesel	try \$36,000
32'	MARINER 32, f/g, full keel	\$42,500
33'	RANGER 33, 1977, diesel, wheel	\$34,000/Offers
34'	CAL 34, 1976, Perkins diesel	\$39,000
35'	CUSTOM STEEL cutter	\$55,000/Offers
36'	CHEOY LEE Luders, 1976, cruise/liveaboard	\$49,500
36'	ISLANDER 36, '74, diesel, nicely maintained	Offers
36'	PEARSON 365, '76, lots of gear	\$65,000/Offers
36'	LANCER 36, 1982, New full battens main	\$49,750
37'	RANGER, diesel, very good shape	\$55,000
38'	BRISTOL, 1967, great shape	\$37,500
39'	DUFOUR, 1984, stylish performance cruising	\$99,000
40'	CONCORDIA YAWL, 1957, cherry throughout	\$65,000
40'	PETERSON 40, 1985, racing equipped	\$95,000
41'	SEA TIGER, ketch, bluewater cruise and liveaboard	\$79,000
42'	PEARSON 424, an outstanding cruising yacht	Try \$110,000
62'	LAPWORTH, designed sloop, 1967,	\$295,000

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ZOOMING IN ON THE PARIS BOAT SHOW

No, not Paris, France . . .

... Mike Paris (our official "Boat Show'er"), has been taking interested buyers on sea trials aboard the **FAIR WEATHER MARINER 39** in California waters for several years. Mike will again be showing the boat, this time at the **Bay Area Boat Show**, located in Marina Village, Alameda, September 17-25, 1988.

Responses to the **FAIR WEATHER MARINER 39** have been absolutely outstanding!! For what reason? Pure and simple, the **FAIR WEATHER MARINER 39** has it all. Designed by Robert H. Perry for Performance, Engineered by Walt Juzefczyk to Excel, Built with *Reliability* and *Maintainability* as our theme, and *Survivability* as our Objective.

Thirty-nine feet — each foot packed with punch! Compare our boat with others around the world. You'll find the **FAIR WEATHER MARINER 39** has more standard features — listed as *options* on other boats. We're sure you'll agree: the **FAIR WEATHER MARINER 39** is the *Best Boat* offering you the *Greatest Value*! Keep in mind that our *Base Price* is for a truly *Sail Away* boat. This means it includes sails (main, staysail, and 110% jib), primary ground tackle, compass, stove with complete LPG system, all the running rigging (including halyards and sheets), all lead ballast, all stainless steel tankage (140 gals water, 60 gals fuel), all Isomat spars and high grade American standing rigging. The **FAIR WEATHER MARINER 39** now features the new Perkins M-60 diesel engine (this new 59 hp engine has just been released). Of course there are your choice of options, all of them available to suit your particular needs.

Craftsmanship in the **FAIR WEATHER MARINER 39** — a high performance world cruiser — is second to none! Backed by 18 years of boat building experience, she is without compromise — superior and perfectly elegant. From our single layer hand lay-up construction (in a one-piece mold), to the form, fit and function of the luxurious interior, she's pure excellence!

Pride is one of our Primary Ingredients! She's Built by People Who *Care*, for People Who *Dare*! World Cruisers or Weekend Racers, *All* are a Cut Above!



Dear Walt and Mike,

"Absolutely gorgeous! . . . Who makes that boat?" It happens every time we're out on the Bay. And I can't tell you how many people walking by the boat have stopped to admire and inquire about it. It gets rave reviews!

I think what caught Pam's eye was the fact that the boat is simply elegant inside and out. What impressed me was that the more thoroughly I inspected it, the more convinced I became that the boat was overbuilt and underpriced!

BONUS! While we may never sail to Tahiti, we wanted a boat built well enough to leave all options open. We got more than we bargained for. We not only received the strength and stability we were looking for but also find ourselves with a very fast boat!

In closing, we'd like to thank both of you and everyone else at Fair Weather Marine for your assistance, courtesy and friendliness. You've got a great organization and a fabulous product. Whether sailing the Bay or cruising the coast, we are continually impressed with its speed and stability.

Pam and Joe Bayley, San Mateo, CA

Fair Weather Marine

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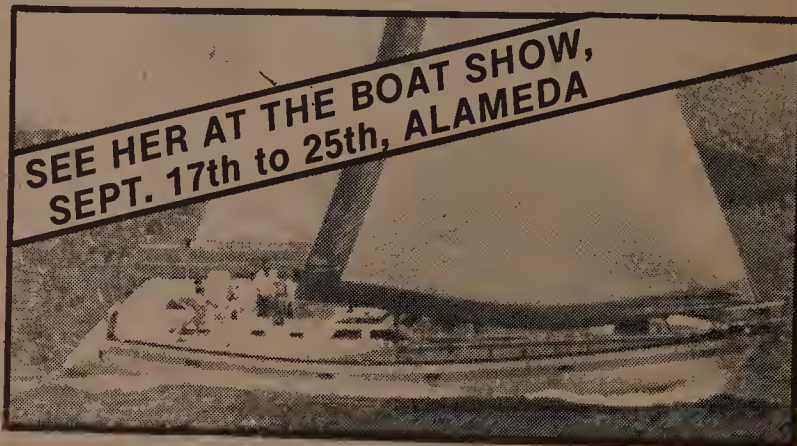
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CELESTIAL 48 Center Cockpit Cruising Ketch. 1985 model with owners queen aft, guest double forward, large saloon and galley with oversized refriger/freezer. List 165Kplus. Dealer demo at \$142,500.



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30' CAL 3-30	29,950
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30' PEARSON 303	★ 39,950
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37' EGG HARBOR	★ 63,500
38' BAYLINER 3870	★ 109,400
38' CHRIS CRAFT	174,900
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43' PRESIDENT SF	185,000
48' PACEMAKER	★ 138,000

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35' NIAGARA MKI	★ 79,500
35' ERICSON	33,500

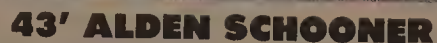
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38' C&C LANDFALL	74,500
38' ERICSON	★ 79,000
39' LANCER MS	★ 75,000
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37'	HUNTER, 1984	\$69,000
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36'	UNION, 1987	\$74,900
36'	ISLANDER, 1974 (TWO TO CHOOSE) FROM	\$46,000
35'	CAL, 1980	\$47,500
34'	PEARSON, 1983	\$49,000
33'	MORGAN, 1973 ★ ★ ★	\$10,000
32'	WESTSAIL, 1981	\$59,000

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25'	FARALLON	'80	Fish boat, lrg open ckt, Valva dsl.	25,000	16,000
38'	BAYLINER	'88	3870 M/Y, Flybridge, NEW.	119,000	94,000
42'	CHIEN WHA	'84	Golden Star, full elec, radar.	140,000	110,100
51'	BLUEWATER	'84	Houseboat, tricabin, Flybridge.	160,000	
SAIL BOATS					
26'	EXCALIBUR	'66	O/8, needs TLC. Offers.	5,000	
30'	C&C	'72	Tiller steer., 6 sails, clean.	36,200	17,000
30'	NEWPORT	'76	6 sails, elect, dadger. Sold	27,500	17,000
30'	ERICSON	'81	Dsl, VHF, stereo, whl, clean	27,000	
36'	ISLANDER	'76	Lots of electronics, sails. Offer.	45,000	31,000
40'	C&C	'81	Well equipt/maintained, beauty	116,000	69,000

**Unless otherwise noted, all boats are located in our storage yard,
or at our docks at Mariner Square in Alameda —
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25' Pac. Seacraft..... 16,000	* 33' Newport..... 49,500
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* 30' Cal 2-30..... 22,000	* 35' Bristol 3 From... 59,000
* 30' Catalina..... 24,500	* 35' Coronado 48,000
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32' Atkins..... 59,500	* 41' Kings Legend..... 89,500
* 33' Freedom 2 Fr.... 69,000	* 41' Cheoy Lee 89,500
* 33' Vanguard..... 23,000	45' Explorer..... 110,000
35' Rasmus..... 57,500	46' Formosa 46..... 99,500
36' Pearson Ketch.... 65,000	47' Cheoy Lee 2 Fr... 98,500
* 36' Union..... 79,500	* 49' Transpac MK II... 189,000
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* 27' C & C 27..... 23,500	38' C & C..... 76,500
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35' C & C 35 MK II..... 49,500	

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* 33' Tartan 10..... 22,000	40' Santa Cruz..... 113,500
* 34' Dash 34..... 38,500	55' Swede 55..... 99,500

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* 22' Columbia..... 4,900	* 26' Ericson..... 6,500
* 22' Santana..... 5,250	* 26' Pearson 9,000
* 23' Ranger..... 9,500	27' Cal 2-27 2 Fr..... 16,500
* 25' Bahama 9,800	27' Catalina 2 Fr.... 15,000
* 25' Cal 2-25 2 Fr.... 18,500	27' Sun 27..... 17,000
* 25' U.S. 25..... 10,500	* 28' Newport 16,000
25' Catalina..... 14,900	29' Ericson..... 25,700
* 25' Ericson..... 13,500	30' Islander MkII..... 28,000
* 26' Dawson 26..... 8,500	30' Pearson 30..... 21,500
* 27' Contest 15,000	

POWER BOATS

21' FiberForm..... 11,500	* 36' Trojan 36 S.F..... 36,500
* 30' Chris Cavalier.... 16,000	* 37' Hunter Cruiser ... 17,000
30' Chris Connie..... 22,500	* 38' PT 38..... 88,500
* 35' Chris Craft..... 55,950	* 40' Owens Tahitian... 34,975
35' Trojan..... 33,950	45' Bluewater..... 110,000

* Star indicates vessel at our docks



TRANSPAC 49 Mk. II

a proven cruising ktch fully equipped and ready to leave. Full roller furling main, mizzen and jib. This spacious and seakindly vessel has a 3 KW gen., SatNav, Autopilot, SSB, Dink w/OB. \$ 189,000



HANS CHRISTIAN 38 MK II

Here is a true 10 that could be represented as new, Superbly appointed and meticulously kept a cruising boat that is a great buy at \$ 115,000



RANGER 29

A Gary Mull design that is a true racer/cruiser. She has eight sails with spinnaker. Good electronics, Alcohol stove w/oven, full safety gear, two anchors, Atomic 4 \$ 24,950



RAFIKI 37

A blue water cruiser designed by Stan Huntingford for long range cruising in safety and comfort. A deep seakindly hull offer stability and storage. Aries vane, Trimble Loran C, hard dingy, storm sails and ground tackle \$ 79,500

We have customers for quality cruising boats 35-ft and up



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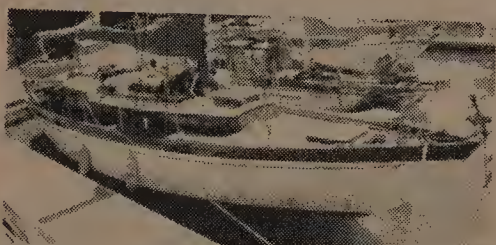
DOWNEASTER 32 Cutter. Excellent live-aboard and/or cruiser. Yanmar diesel. An excellent buy at **\$37,500.**



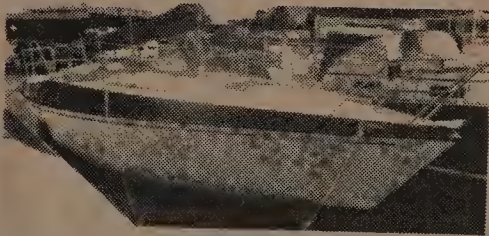
LAFITTE 44 Cutter. Comfortable liveaboard, perfect bluewater cruiser. Well-equipped including hydraulic & rod rigging, dodger, roller furling, Loron and lots more. **Asking \$139,000.**



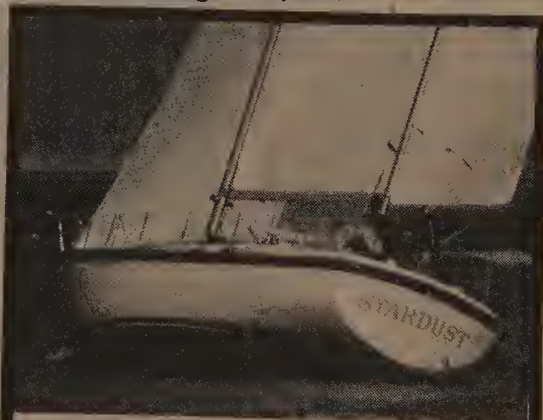
CAL 34 Sloop. Roomy layout makes for a comfortable liveaboard. Good soil inventory. 30 hp inboard. **Asking \$22,000.**



35' CHEOY LEE LION. Classic lines in fiberglass. Teak decks, full cover. A very beautiful cruiser. **\$25,000/Offers.**

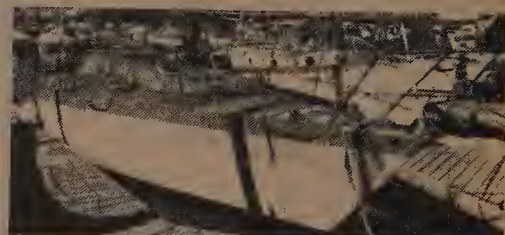


32' MAXI 95 SWEDISH Sloop. Volvo diesel, teak interior, aft cabin, wheel steering. Clean. **Asking \$29,500/Offers.**

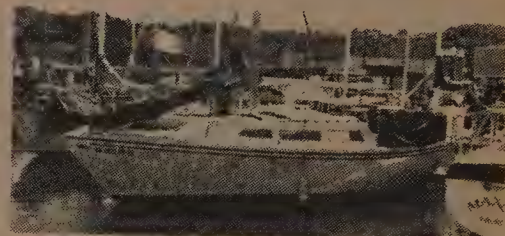


PEARSON 424 Ketch.

Spacious accommodations. Two staterooms. Repossession. **\$64,000/Offers.**



34' ALUMINUM Offshore Racer/Cruiser. Forgyon diesel, 9 bags of soils, Loron, AP. Hydraulic backstay, fully paneled interior. Sleeps six. Bank Repo. **\$24,000/Offers.**



CATALINA 27 Sloop. 9.9 hp Evinrude, sleeps five in comfort. Very popular Bay boat. **Asking \$9,750/Offers.**



25' NORDIC FOLKBOAT. Immaculately maintained. Full boot cover, varnished hull. One of the nicest Folkboats we've seen. **\$8,500/Offers. Owner anxious!**



HERRESHOFF 30 Ketches. Famous pocket cruising design. We have two of our docks. Excellent for Mexico this winter. **\$19,900/Offers.**



32' TUMLAREN CLASS Sloop. (Large version.) Volvo diesel, fast and sleek, on excellent performer. **\$19,900/Offers.**



33 WILDERNESS East Coast Design Lobster Boat. Excellent sportfisher. Turbo dsl, excellent condition. Two boat owner. **Reduced to \$64,000.**



36' CHRIS CONNIE. Immaculate in every aspect including rebuilt engines, re-upholstered and varnished interior. **Price reduced to \$35,000.**



34' LABRUZZI CLASSIC Motor Yacht. 1928. 75hp dsl. Port Orford cedar. Well-loved and maintained in covered berth. **Asking \$41,000.**

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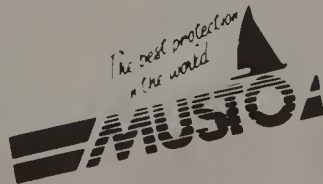
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EXPRESS 27 FLYING CIRCUS

PHOTO BY PAUL REEDS

- '88 Olson 30 Nationals** 1,2,3
1) Animal House, Matt Lezin, Tom Akrop; 2) Fubar, Ted Smith; 3) Kabala, Jay Bennett
- '88 Santa Cruz 27 Nationals** 1,2,3,4
1) Interlude, Rich Pasquali, Gary Evans; 2) Variety Show, Rob Schuyler; 3) Kurzweil, Brett G ripen straw;
- '88 Moore 24 Nationals** 1,3,5
1) Moore Animals Eric Malmberg; 3) Adios, Scott Walecka; 5) Poltergeist, J.R. Parker
- '88 Plastic Classic PHRF Non-Spinnaker**
1) Pathfinder, Ariel 26, Ed Ecerts
- '88 United Way Regatta**
1) Windrunner, Gulfstar 40, Norm Lezin
- '88 Express 27 Nationals**
2) Flying Circus Jim Rapp
- '88 Santana 35 Nationals**
2) Carnival, Bill Keller
- '87 Santana 35 Nationals**
1) Carnival Bill Keller

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30' CAL 9.2	29,000
31' CHEOY LEE	29,000
33' HUNTER	26,000
33' TARTAN TEN	24,000
33' WYLIE	42,000
34' WYLIE	48,500
34' CUSTOM SLOOP	38,000
34' COLUMBIA	
34' db2	75,000
34' O'DA'	45,000
35' HINCKLEY PILOT	38,000
35' C&C	75,000
35' SANTANA	55,000
35' ERICSON	30,000
36' ISLANDER	57,500
36' PEARSON 36	49,000
36' ISLANDER FREEPORT	95,000
37' RANGER	45,000
37' TARTAN	64,900
38' FARALLON CLIPR	35,000
38' C&C LANDFALL	76,500
38' FARR	76,500
39' FREYA	65,000
40' CHALLENGER	64,500
40' COLD-MOLDED SLOOP	79,500
40' NORDIC	139,500
40' PEARSON	70,000
40' CHEOY LEE OFFSHORE	85,000 *
40' STEVENS CSTM CTTR	154,500
40' SANTA CRUZ	110,000
40' NORTHSTAR	77,900
41' NEWPORT	69,000
41' PETERSON RACE SLP	99,950
42' PORPOISE KETCH	95,000 *
42' DUBOIS	79,500
43' C&C	78,000
44' DAVIDSON	95,000
44' PETERSON	110,000
44' CT 44 CUTTER	108,000
45' LANCER	125,000
46' MOTORSAILER	150,000
47' S&S CSTM SLOOP	59,500
47' VAGABOND	125,000
47' S&S CSTM SLOOP	175,000
48' PH KETCH M/S	250,000 *
50' SANTA CRUZ	169,000
51' MORGAN OI KETCH	149,000
52' IRWIN	137,500
62' CRUISING CUTTER	295,000
62' KETCH M/S	349,000
108' ISLAND TRADER	1,150,000

POWER BOATS

22' TUGBOAT	22,500
25' FARALLON OFFSHORE	35,000 *
26' CARVER (SANTA CRUZ)	35,000
27' WHALER	57,500
27' SEA RAY	38,000 *
28' BERTRAM FLYBRIDGE	43,000
30' CLASSIC FAIRCHILD	44,750
33' CHRIS CRAFT	49,500 *
34' CHIN WHA TRAWLER	48,000
34' CHB TRAWLER	49,500 *
36' EGG HARBOR	135,000
37' TOLLYCRAFT	138,500
38' BERTRAM	195,000
38' MATTHEWS CLASSIC MY	58,500 *
40' RAISED DECK MY	79,000
41' HATTERAS MY	69,000
42' PRESIDENT SF	160,000
42' SUNDECK MY	165,000 *
42' UNIFLITE	170,000
43' HATTERAS MY	198,500
44' GULFSTAR	172,500
44' STEPHENS	75,000
48' NORDIC	329,000
51' CONCORDE MY	375,000
53' HATTERAS	535,000 *
55' STEPHENS CRUISER	125,000
57' DAYTONA YF	295,000
61' HATTERAS MY	750,000
78' MONK	1,750,000

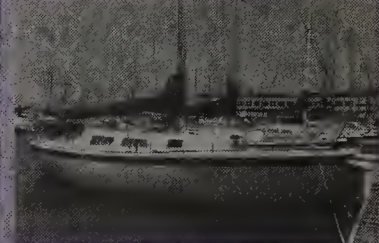
* San Francisco Berth Included



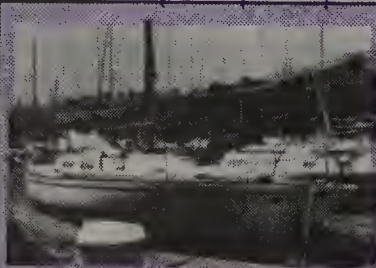
S-2 7.9 26'. Well-equipped for cruising or racing. Retractable keel with trailer. Make us an offer!



40' GULF MARINE. Custom built yacht with no expense spared. Spacious and comfortable. Selling with prime S.F. berth at a reasonable price. Asking \$59,500.



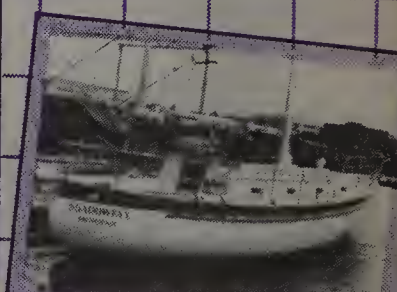
29' CAL. Active one-design class for racing and cruising. All lines lead aft for easy handling. Asking \$29,000. Includes S.F. berth.



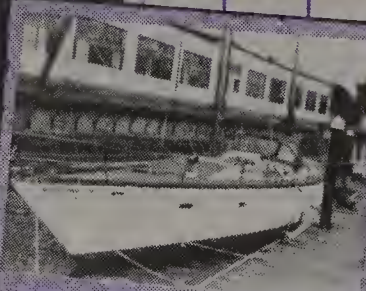
34' PETERSON. Versatile, strong and easy to handle. Excellent racer or cruiser. Very good inventory. Realistically priced.



OLYMPIC 47'. Beautiful offshore cruiser with 3 private cabins. Lovely teak interior w/ample headroom. A must see at \$149,500.



VALIANT 32'. Bob Perry design. Sturdy cruising boat. Ideal for singlehanded sails. Excellent condition. Make offer!



CHEOY LEE 48. Fantastic live-aboard or Bay and Delta cruiser with mid cockpit. Lightly used. Fantastic buy at \$119,000.



50' GULFSTAR. Beautiful ketch with three stateroom layout. Owner stateroom is extremely large. Extensive equipment. A great buy at \$110,000.



SWAN 39. Ron Holland design. Excellent condition and well equipped. Rare offering and reasonably priced.

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